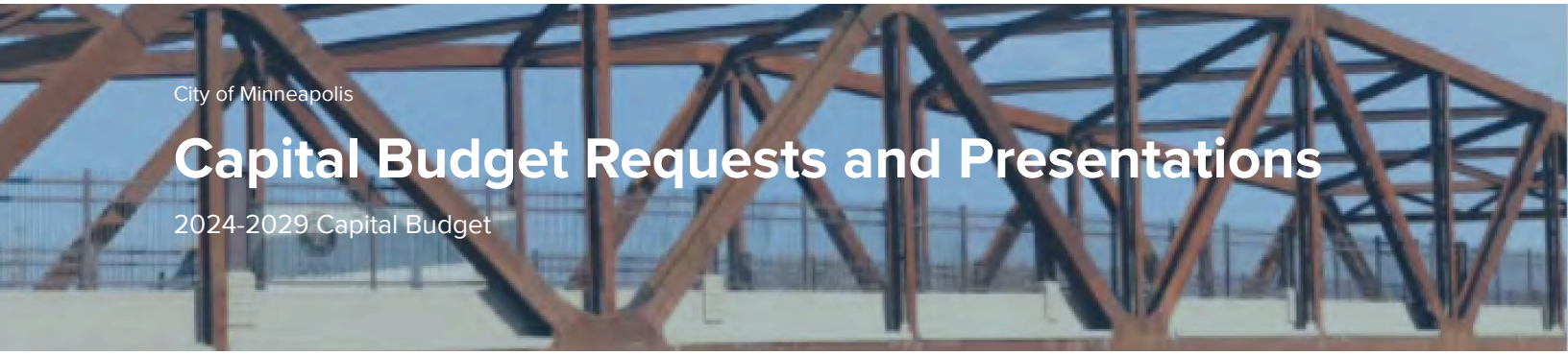


City of Minneapolis

Capital Budget Requests and Presentations

2024-2029 Capital Budget

Art in Public Places

Art in Public Places Presentation

ART01 - Art in Public Places
ART02 - Upper Harbor Public Art

Municipal Building Commission

Municipal Building Commission Presentation

MBC01 - Life Safety Improvements
MBC02 - Mechanical Systems Upgrade
MBC10 - Exterior Improvements
MBC12 - Safety Improvements - Non-Stagework Areas
MBC15 - Elevator 12 Modernization

Park Board

Park Board Presentation

Park Board CIP Interactive Dashboard

PRK02 - Playground and Site Improvements Program
PRK03 - Shelter - Pool - Site Improvements Program
PRK04 - Athletic Fields - Site Improvement Program
PRK38 - Sibley Field Park Implementation
PRK40 - Elliott Park Implementation
PRK41 - East Phillips Park Implementation
PRK42 - Farview Park Implementation
PRK43 - Audubon Park Implementation
PRK44 - Bottineau Park Implementation
PRK45 - Logan Park Implementation
PRK46 - Lynnhurst Park Implementation
PRK48 - Beltrami Park Implementation
PRK49 - Cleveland Park Implementation
PRK50 - Shingle Creek Park Implementation
PRK51 - St. Anthony Park Implementation
PRK52 - Stewart Field Park Implementation
PRK53 - Loring Park Implementation
PRK54 - Luxton Park Implementation
PRK55 - Hiawatha School Park Implementation
PRK56 - Kenny Park Implementation
PRK57 - Kenwood Park Implementation
PRK58 - Pershing Field Park Implementation
PRK59 - Webber Park Implementation
PRKCP - Neighborhood Parks Capital Infrastructure
PRKDT - Diseased Tree Removal
PRKRP - Neighborhood Parks Rehabilitation

Public Grounds and Facilities

Public Grounds and Facilities Presentations

Fire

FIR11 - Fire Station No. 11

Police

MPD04 - New 1st Police Precinct
MPD05 - 4th Police Precinct
MPD06 - 3rd Police Precinct

Other Public Grounds and Facilities

PSD15 - Traffic Maintenance Facility Improvement
PSD16 - Farmers Market Improvements
PSD20 - City Hall and New Public Services Center
PSD21 - Hiawatha Training & Recruitment Center
PSD22 - Regulatory Services MACC
PSD23 - Community Safety Training and Wellness
PSD26 - Security Improvements
WTR18 - Water Distribution Facility

Public Works

Public Works Transportation Presentations

Public Works Utilities Presentations

Bike - Ped Projects

BIK24 - Major Trail Maintenance
BIK28 - Protected Bikeways Program
BP001 - Safe Routes to School Program
BP004 - Pedestrian Safety Program
BP006 - 18th Ave NE Trail Gap
BP007 - Northside Greenway Phase 1
BP008 - Public Spaces Program

Bridges

BR101 - Major Bridge Repair and Rehabilitation
BR127 - Nicollet Ave over Minnehaha Creek
BR133 - Cedar Lake Road Bridges Over BNSF Railroad
BR134 - Bridge 9 Program
BR135 - Pillsbury Ave S over HCRRA
BR136 - 10th Ave S Bridge Over the Midtown Greenway
BR137 - Nokomis Ave S Bridge Over Minnehaha Creek

Fleet

FLT01 - Fuel and Charging Stations
FLT02 - Shop Equipment
FLT03 - Vehicle Maintenance Systems

Parking

PK004 - Off-Street System

Sanitary Sewers

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

Sidewalks

SWK01 - Defective Hazardous Sidewalks Program
SWK02 - Sidewalk Gaps Program

Storm Sewers

SW004 - Implementation of US EPA Storm Water Regs
SW005 - Combined Sewer Overflow Improvements
SW011 - Storm Drains and Tunnels Rehab Program
SW039 - Flood Mitigation - Stormwater Alternatives
SW99R - Reimbursable Sewer & Storm Drain Project
SWPVR - Storm Sewer Paving Project Program

Street Paving

PV001 - Parkway Paving Program
PV006 - Alley Renovation Program
PV056 - Asphalt Pavement Resurfacing Program
PV059 - Major Pavement Maintenance Program
PV063 - Unpaved Alley Construction Program
PV074 - CSAH and MnDOT Cooperative Projects
PV075 - Development Infrastructure Program
PV092 - Technology Dr NE and 37th Ave NE
PV104 - ADA Ramp Replacement Program
PV108 - Concrete Street Rehabilitation Program
PV113 - 29th St W Phase 2
PV123 - Logan Park Industrial
PV131 - Residential Neighborhood Reconstruction Program
PV132 - 1st Ave S (Lake St to Franklin Ave)
PV140 - 13th Ave NE
PV143 - North Industrial
PV158 - Hennepin Ave
PV160 - 1st Ave S (Franklin Ave to Grant St)
PV161 - 3rd St S
PV163 - 31st Street E
PV166 - 2nd Street NE
PV167 - Dowling Ave N
PV169 - 38th St (Blaisdell Ave to Park Ave)
PV172 - Chicago Ave
PV174 - 35th/36th Street E/W
PV175 - 38th Street (10th Ave S to 23rd Ave S)
PV178 - Johnson St NE Spot Improvement
PV179 - 7th Street North
PV180 - Loring Greenway
PV181 - 18th Ave S and Little Earth
PV182 - Lake at Nicollet Reopening
PV183 - 1st Ave N
PV99R - Reimbursable Paving Projects

Water Infrastructure

WTR12 - Water Distribution Improvements
WTR23 - Treatment Infrastructure Improvements
WTR27 - Advanced Metering Infrastructure
WTR29 - Columbia Heights Campus Upgrades
WTR31 - Electrical Service Rehabilitation
WTR32 - Softening Plant Chemical System Improvements
WTR34 - Fridley Facilities and Campus Improvements
WTR35 - Renewable Energy at Water Treatment Campuses
WTR36 - Southwest Pump Station Replacement
WTR37 - Northeast High Service Pump Station
WTR38 Washburn Water Tower

WTR9R - Reimbursable Water Main Projects

Traffic and Street Lighting

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

Vision Zero

VZ001 - Vision Zero Program

LOGOTYPE

OpenGov

Add links

City of Minneapolis Department of Arts and Cultural Affairs

ART01 - Art in Public Places

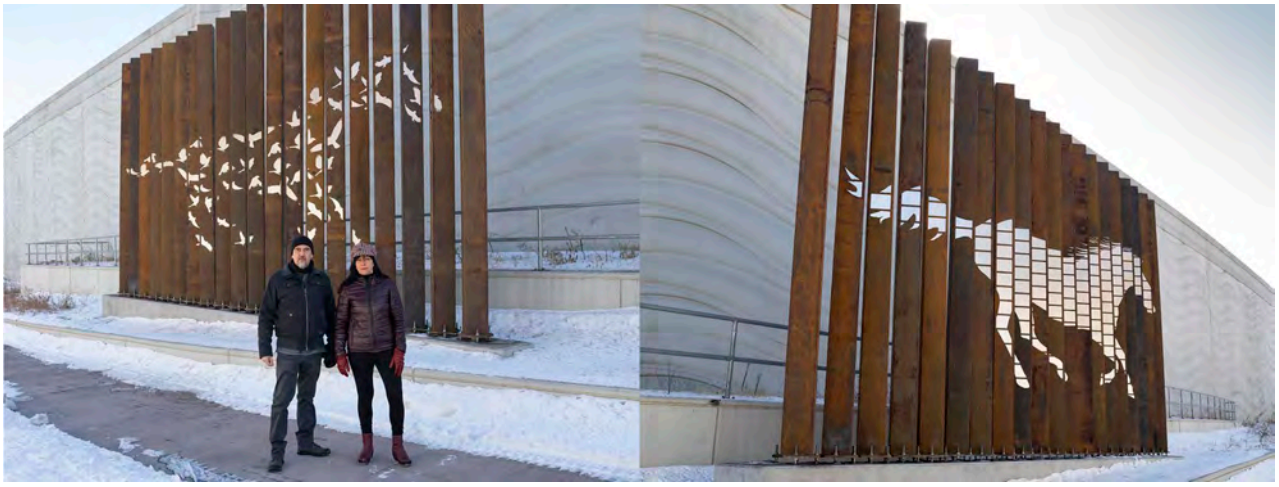
Project Details:

Project Start Date: 1/1/24
Estimated Project Completion Date: 12/31/25
Ongoing Program: Yes
Current Phase: Planning
Level of Need: Significant
Department Priority: 1 of 1

Submitting Agency: Department of Arts and Cultural Affairs
Contact Person: Mary Altman
Contact Phone Number: 612.673-3006
Contact Email: mary.altman@minneapolismn.gov
Website: https://www.minneapolismn.gov/things-to-do/public-art/
Prior year(s) bond authorization amount: $1,022,000

Project Location:

Address: City-wide
City Sector: City-wide
Affected Neighborhoods: TBD
Affected Wards: All
Description of Location: Locations will be determined through Public Art Project Selection Process in Summer 2023. See the map below for the locations of current projects.



Artwork in progress by Xavier and Maria Cristina Tavera, located on the Green Crescent near 35W and Lake Street. This work is a lenticular. The image changes from birds in flight to a horse galloping as the viewer travels along the bike and pedestrian paths.

Project Description

The City of Minneapolis Art in Public Places program enriches the lives of citizens and visitors by integrating public art into city planning, services, design and infrastructure through an annual allocation from the City's capital budget. Public artworks contribute to the livability and vibrancy of public places in the Minneapolis. They build pride in community and cultural identity, create a sense of place and initiate discussions about issues affecting quality of life and the future of the City. The process of developing public artworks builds the capacity of artists and community members to shape City spaces and neighborhoods.

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

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

Proposals for new public art sites are selected annually from projects in the Capital Improvement Programs for the Minneapolis Park and Recreation Board (MPRB), Public Works, the Municipal Building Commission and Property Services. The City's Public Art Advisory Panel and the Minneapolis Arts Commission select projects based on the Public Art Values and Goals and the adopted criteria for site selection. A key focus of Art in Public Places is community engagement. This engagement is tailored to the needs of each community, and may mean involving residents in project planning, reviewing draft design concepts, creating aspects of artworks in community workshops, and/or by developing interactive works that people can experience in new ways each time they visit the site.

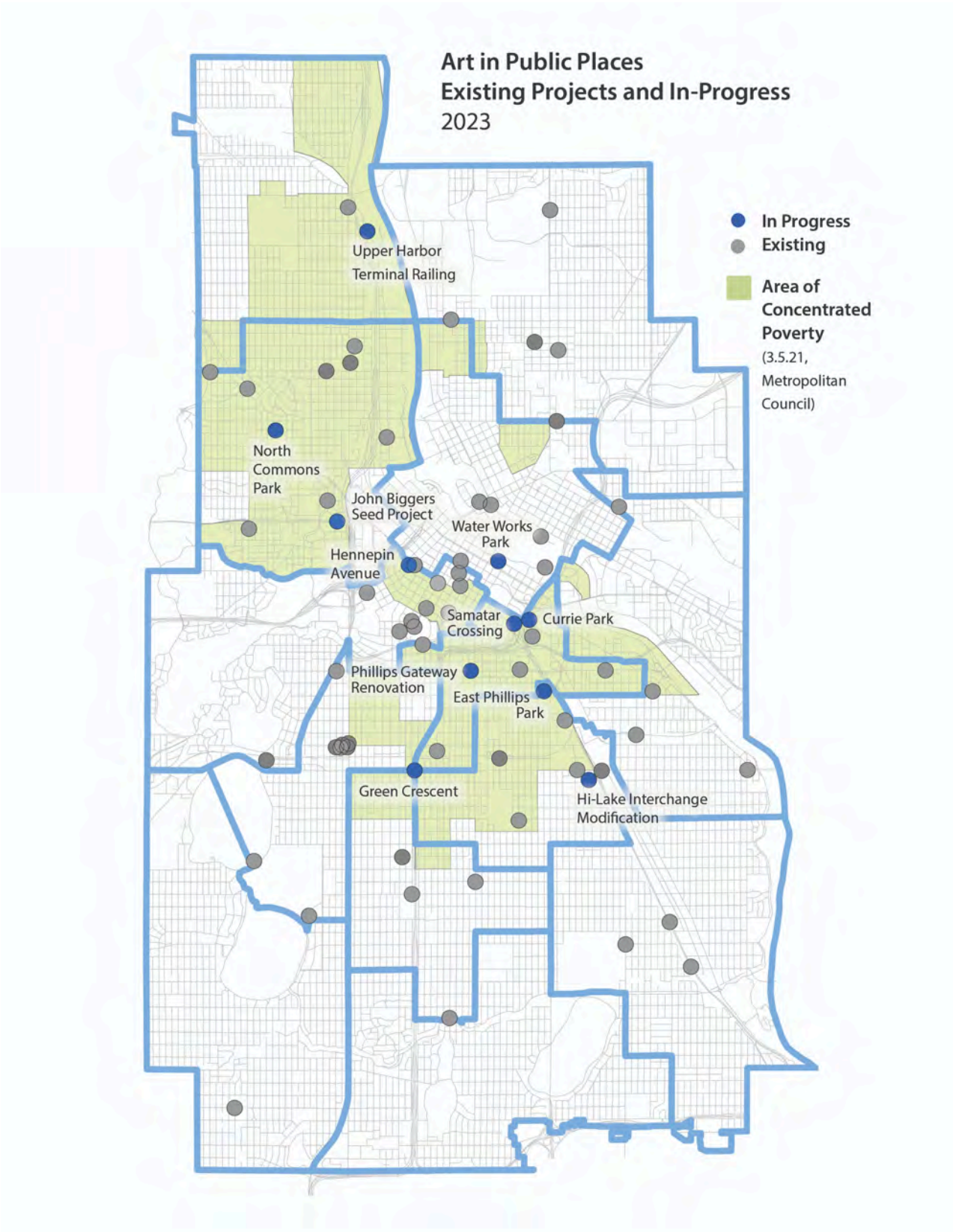
Purpose and Justification

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

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

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

Project Visuals and Map



Project Cost Breakdown

ART01

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Design and Project Management	$1,022,000	$740,000	$880,500	$761,000	$765,000	$580,000	$762,000
Furniture, Fixtures, and Equipment	$0	$284,500	$154,000	$450,000	$531,000	$520,000	$160,000
General Overhead	$0	$50,500	$55,500	$64,000	$69,000	$65,000	$53,000
TOTAL	**$1,022,000**	**$1,075,000**	**$1,090,000**	**$1,275,000**	**$1,365,000**	**$1,165,000**	**$975,000**

Submitting Agency Funding Request

ART01

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$1,022,000	$1,075,000	$1,090,000	$1,275,000	$1,365,000	$1,165,000	$975,000
TOTAL	**$1,022,000**	**$1,075,000**	**$1,090,000**	**$1,275,000**	**$1,365,000**	**$1,165,000**	**$975,000**



Curry Park mosaic, Tableau Congeries by Craig David, with poem by Deeq Abdi. The mosaic contains images from the cultural stories of many of the ethnic groups that made the West Bank their home upon coming to Minnesota, as well as Native American stories.

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal and vertical infrastructure

Is this request a new capital project or an existing project? It may be both, as projects are not yet selected. The major conservation of an existing artwork may be selected.

If the project is an existing asset, what is the observed remaining life of the asset? For projects that are major conservations, potential lifespan is a consideration whether the work should be conserved. Typically major conservations occur when they can extend the life of the artwork by 20 years or more.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset. If a major conservation is selected, a condition assessment and treatment plan are developed by an art conservator. These are the metrics that the art conservators use when they make a recommendation:

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

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

What is the expected useful life of the project/improvement? Public artworks are designed to have a lifespan of 25 years.

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

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

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

Stimulate Excellence in Urban Design and Public Arts:

- Is engaging and high quality in concept and construction.
- Is comparable in quality to other artwork commissioned by the City.
- Is unique, one-of-a-kind.
- Complies with City regulations.

Enhance Community Identity and Place:

- Reflects the community and the setting.
- Is integrated into the site design and function.

Contribute to Community Vitality:

- Attracts visitors and residents.
- Encourages civic dialogue about City issues.
- Is safe.

Involve a Broad Range of People and Communities:

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

Value Artists and Artistic Processes:

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

Use Resources Wisely:

- Is sustainable, secure and durable.
- Completed within timeline and budget.

Partnerships

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

No.

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

Unknown at this point as 2024 to 2029 projects are not yet selected and additional fundraising is project-specific. On average, the City's NDB allocation to Art in Public Places projects leverages more than a 25 percent match in funding from other sources.

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

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

- All public art projects are selected, reviewed and approved by the Public Art Advisory Panel, and the Minneapolis Arts Commission, and both bodies include

Economic Development

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

No direct impact on existing tax base.

Describe the economic development impact of the project:

Public artworks on commercial and cultural corridors and downtown support the goals of businesses and developers in the City by increasing the quality of the public realm and retail environments and making them interesting places to visit and shop.

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

While public art does not directly increase the feasibility of development opportunities, it can enhance those opportunities and increase their success by drawing residents and visitors and creating an identity for the area.

Transportation

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

Public art sites are often selected along these types of routes and corridors, and artworks are designed to support the needs of their users. Public artworks can enhance the pedestrian experience and often act as wayfinding. These are the among the goals of the Green Crescent, Hennepin Avenue and Hiawatha/Lake projects.

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

Not applicable.

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

Public art projects take into consideration available space in the right-of-way and potential interference with the space allocated for pedestrians and other uses. For example, because right-of-way is limited on Hennepin Avenue, that project focuses on a tall and thin gateway with a small foot print.

diverse community representation.
- Artists are selected by independent artists selection panels, and these panels are intentionally include diverse representation of artistic experts and local community members.
- Community-based criteria are at the heart of all decision making, including the involvement of diverse community members in the planning, selection and implementation of projects, the ability of selected artists to connect with respective communities, and the connection between artworks and the communities where they are being developed.
- The annual work plan for the conservation and maintenance of artworks is scrutinized for equitable distribution of the care of artworks across a broad range of communities, and particularly in areas of concentrated poverty.

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

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

Operations and Maintenance

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

What is the estimated annual operating cost increase or (decrease) for this project? $3,800 (for three projects)

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

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

During design development for each public art project, an assessment is conducted by an art conservator with input from the people who maintain the project site. This assessment outlines the artworks' annual maintenance needs and costs, as well as the costs of periodic treatments, such as repainting. After this assessment, staff work with the artist to identify design changes to decrease future maintenance costs and make the artwork more durable.

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

Basic annual maintenance, such as cleaning and debris removal, is provided by project partners and property owners. More complex annual maintenance, such as graffiti removal and new coatings are funded annually through Arts and Cultural Affairs general fund. The 2023 maintenance budget for public art is $75,000. In 2019 CPED hired a full time Art Collection Coordinator to oversee maintenance and conservation of the City's collection of 90 artworks.

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

The timing of future public art capital investments and the extent of the funding needed varies with each artwork and depends on the artwork’s design, and

Project Coordination

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

Public art projects on average take approximately three years to complete, including planning with the community, artist selection, design development and modification, conservation assessment, design approvals, community engagement, fabrication, installation, and the final celebration. The timeline for projects varies and can be extended for two reasons: 1) The related infrastructure project is delayed; 2) emerging artists and organizations are involved and need additional support and time for training and development. The following is a list of projects underway and their status as of March 2023. Note that prior year unspent dollars are higher than normal, because staff were also managing and installing public art for the new Public Service Building (funded through the building budget). The Public Art Program recently hired five new contracted project managersto coordinate new commissions to expedite these projects.

See the table below this section for how and when remaining bond authorizations will be used.

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

Project Selection: Summer 2023
Project Planning: Winter/Spring 2024
Artist Selection Process: Summer 2024
Design Concepts and Additional Community input: Fall/Winter 2024-25
Fabrication: Summer/Fall/Winter 2026-26
Installation: Spring 2026

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

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

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

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

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

Remaining Bond Authorizations

Project	Year Funded	Planned Completion	Amount Remaining
Green Crescent, 35W@94 Project	2017	2023	$85,000
Samatar Crossing	2017	2023	$248,000
Hennepin Avenue Reconstruction	2018	2023	$310,000
Water Works	2018	2025	$525,000
East Phillips Park	2021	2025	$300,000
Hiawatha Lake	2021	2026	$506,000
North Commons Park	2021	2026	$300,000
Upper Harbor Terminal	2021	2025	$300,000
Major Conservation	2021	2023	$40,000
John Biggers Seed/Olson Bridge	Multiple Years	2023	$425,000
2023 Projects (Not Yet Selected)		2027	$1,022,000

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety

All public art projects are designed to be safe, structurally sound, discourage climbing and be consistent with crime prevention through design principles. In some cases, public artworks are also designed to support the broader public safety goals of the site and community, which is the focus of the project currently being coordinated in conjunction with the Hi-Lake redesign project. A survey of the community for this infrastructure project shows that the primary concern of all respondents is safety under the MNDOT bridge spanning Lake Street. Safety and travel and personal safety combined were prioritized by a total of over 70% of the respondents. As visible in the photos below, this area is dark, unattractive, and constantly tagged. While the infrastructure project is focusing on pedestrian safety, lighting, and creating a better pedestrian connection, the public art project will likely address the wall surfaces under the bridge through a large-scale bright mural project that engages the community, and discourages future graffiti. This pedestrian improvement project is especially critical in this area of Lake, which was the location of many of the fires and property destruction during the uprisings following the murder of George Floyd.

Public Services

The Public Art Program conducts several activities to ensure an equitable, fair and open public art process, including:

- Facilitating a decision-making process through the Minneapolis Arts Commission and the Public Art Advisory Panel rooted in the City's goals and policies, particularly those that focus on transparency, fairness, and ethical decision-making.
- Selecting artists through an open call process; making information, materials and panel comments available to all applicants; and providing one-on-one technical assistance in community venues and on-line to support applicants in completing application materials.
- Promoting Calls for Artists through a range of methods and collaborating with organizations to reach artists of color. (For the Water Works artist selection process, the Call for Artists was advertised in the Circle Newspaper and through Native American networks. In 2021 fourteen out of the twenty-four artists under contract were BIPOC.)

- Seeking the appropriate partners and diverse community members to serve on Public Art Steering Committees and Artist Selection Panels.
- Ensuring agreements with artists appropriately respect their copyrights.
- Maintaining an active Gov Delivery list of 1,200 Minnesota public artists and sharing monthly local and national Calls for Artists.
- Working with steering committees and artists to create community involvement processes which are appropriate to their communities and reach a diverse people. These range from traditional community meetings, open houses and pop-up intercept surveys to involving the community directly in artistic planning activities and in the creation of artworks.
- Developing projects in strong collaboration with City partners and through relationships with dozens and dozens of staff within Public Works, MPRB and other agencies. In addition, public art staff act as a resource to these partners when they are developing and conserving their own public art projects.
- Public artists, steering committees and partners have access to all project materials through SharePoint.

Built Environment and Transportation

Public art on and within streets, sidewalks, plazas, business and cultural corridors, neighborhoods and other publicly accessible spaces influences the city's livability, bike-ability, and walkability. Public art also supports the goal of building healthy and resilient communities by establishing a sense of belonging and reflecting the identities of local ethnic, racial, and cultural communities in its design. For example, the artwork being designed for Samatar Crossing focuses on the immigrant groups that have historically settled in the area and will include poetry by seven diverse poets in multiple languages.

Arts and Culture

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

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

Art in Public Places supports local artists and creative organizations, builds their capacity to develop projects and earn revenue, and ensures they receive appropriate support and compensation for their services.

A main focus of Art in Public Places is the development of emerging artists and artists of color to develop culturally-based works which are created by artists with deep experiences in those cultures. For example, the Seed project has developed the capacity of several African-American artists to create a work that celebrates African and African-American culture. In addition, these artists learned to work in large scale enamel, a medium new to all of them.

Racial Equity Impact Analysis

Data

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

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

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

Unknown at this time as stated above, but this important question is addressed during the planning phase for each project. Project Managers not only compare how constituents from BIPOC communities currently relate to *the desired outcome* compared to white constituents, but also how constituents from BIPOC communities currently relate to *engagement approaches* compared to white constituents, and how the engagement approaches should be tailored to them. For example, the Green Crescent Project, connects to some of most diverse neighborhoods in the CIty, including Midtown Phillips, Lyndale, Central and Whittier, and includes high populations of new immigrants. Artists Maria Cristina and Xavier Tavera, who were engaging during some of the peak periods of the pandemic, chose to connect with many community leaders one-on-one through virtual and telephone calls. They also attended virtual neighborhood meetings, advertised an on-line survey through lawn signs posted on the Midtown Greenway, and set up a pop-up station during the Greenway Glow. The Tavera's final design supported the outcome of "celebrating the rich culturally diverse communities in the area and their community histories"--an outcome that was defined by these communities. Ultimately they chose the symbol of the horse (see above design), because it resonated with so many of the people and cultures in the area, including Native American, Black, African, Hmong, and Mexican cultures.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

Again, unknown at this point, however, during each public art project, one of the key questions that is asked relates to how community identity might be expressed or celebrated through the artwork. For example, for the Currie Park mosaic which celebrates many of the groups that have immigrated to and lived in Cedar Riverside, artist Craig David and apprentices Deeq Abdi and Yaba Gobana interviewed and gathered input from the following people and groups:

Currie Park Mural Steering Committee
Brian Coyle Community Center
Nardos Gibson, Manager, Riverside Plaza
Ginger Johnson, Curator, The Somali Museum of Minnesota
Girma Tocuma, Founder Oromo Cultural Center
Merrie Benasuti, Cedar Riverside Community Forum
Maryam Mursal, artist, musician
David Hamilton, Director, Cedar Cultural Center
David Markle, Cedar Riverside resident
Tim Morgan, Cedar Riverside resident
Carla Nielson, safety officer and community liaison, MPD
Txongpao Lee, Hmong Cultural Center
Kang Vang, filmmaker, Citizenship Teacher, Hmong Cultural Center,
Saeed Bihi, Opportunity Center
Cheryl Benjamin Minnema, ojibway poet, artist
Mohamd Noor, Cedar Riverside resident
Sakariya Ali, artist, actor,
Ifrah Mansour, artist
Abdurrahman Mahmud, community activist, youth worker
Sisco Omar, Mixed Blood Theater, youth worker
Jamal Hashi, restaurant owner, community activist
Kwangja Kwon, Korean Service Center,
Stephen Wunrow, Editor, Korean Quarterly
Marlena Myles, Lakota – Dakota
Richard Aguilar, Latino American Today
Bosteya Jama
Alan Christian, artist, House of Balls
Dave Alderson, Cedar Riverside Community Council
Armando Guiterrez, artist, community activist, educator
Rick Aguilar, Publisher – Latino American Today, Aguilar Productions
Maryan Ali, Somali performance artist, storyteller, educator
Abdurrahman Mahmud, community activist, educator
Amano Dube, Senior Director of Comm. Development, Pillsbury United Communities, Brian Coyle Center
Melissa Boyd, Assistant to the Chief, Mille Lacs Band of Ojibwe
Office of Melanie Benjamin, Chief & CEO, Mille Lacs Band of Ojibwe
And numerous intercept interviews in business in the Cedar-Riverside area

Below is a summary of the mural themes that came from these interviews. (Mural design pictured above.)

- Cultural stories that embrace the importance of education and family,
- Cultures of current and past immigrant populations,
- Historical icons and cultural objects,
- The flora, fauna, and geological environment of the Mississippi River corridor prior to European American settlement.

Analysis

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

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



The existing underbridge environment at Hiawatha and Lake, which is the future site of a new Art in Public Places mural.

Additional Information

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

- Information about the public art commissions underway.
- Seven tours of the artworks in the City's public art collection and additional artworks in the collection of Minneapolis Park and Recreation Board.
- An interactive tour of the new public artworks in the City's new Public Service Building.
- The adopted policies that guide public art decisions in the City, including artist selection, site selection and community engagement.

Opportunities about public art engagement opportunities, events, and calls for artists can be found on our Facebook page.

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

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City of Minneapolis

ART02 - Upper Harbor Public Art

Project Details:

Project Start Date: 1/1/25
Estimated Project Completion Date: 12/31/2028
Ongoing Program: No
Current Phase: Planning / Design
Level of Need: Significant
Department Priority: 2 of 2

Submitting Agency: Arts and Cultural Affairs
Contact Person: Mary Altman
Contact Phone Number: 612-673-3006
Contact Email: mary.altman@minneapolismn.gov
Website: https://www.minneapolismn.gov/things-todo/public-art/
Prior year(s) bond authorization amount: $0

Project Location:

Address: Multiple
City Sector: North
Affected Neighborhoods: Webber-Camden, Camden Industrial, McKinley
Affected Wards: 4
Description of Location: 48 acres located in North Minneapolis, generally between the Lowry Avenue and Camden bridges, on the west bank of the Mississippi River



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

Project Description

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

Redeveloping UHT presents transformative opportunities for the site and the Northside community. The site is located on the Mississippi River in North Minneapolis, on land originally inhabited by the Dakota people. To accommodate the transition of the Upper Harbor site from its former use as a barge shipping terminal to a mixed-use development with housing, a music venue, commercial retail, park space, and offices, public realm infrastructure improvements are necessary to support community access to the site and river. This includes reconstructing Dowling Avenue North and constructing a new segment of parkway to provide access and circulation to the Upper Harbor site. Dowling Avenue North will be the primary access point and will serve as the gateway between the site and the greater North Side community. 33rd Avenue North will also be reconstructed. Infrastructure development for the site also includes major investment in public utilities (e.g., water, sanitary sewer, and storm water management systems.

Plans for UHT include a new 19.5 park along the Mississippi Riverfront, which is largest single addition of land to the Minneapolis park system in decades. Proposed park features include a flexible plaza and lawn, play area, water access, mobile buildings, water access, green infrastructure center and natural areas.

Although some of the original structures on the site will remain and be reused, much of the site will be entirely new construction and a new landscape. UHT will be a whole new place within the City with an identity yet defined, but also with a complex history and connections to diverse places and people.

The City and the Northside community are advancing the Upper Harbor Terminal project in the context generations of historic patterns of systematic and institutionalized discrimination, disinvestment, economic exclusion, and disenfranchisement—from the enslavement of Black people, to the exile of the

Purpose and Justification

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

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

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

For the first time since the public art ordinance was adopted, the Public Art Program is proposing a CBR for a single public art site. Upper Harbor deserves this level of commitment. The proposed $1,550,000 ($250,000 was already allocated by Art in Public Places for a railing project on Dowling) is comparable to the recent budgets for Nicollet Mall and the new Public Service Building. (Both of those budgets were outside of the annual Art in Public Places allocation as well.)

New works might include artist designed plazas, pavement, benches, and wayfinding—all integrated into the built environment that shapes the new UHT community.

More than 20 years ago artist Seitu Jones took on a similar challenge for Heritage Park. His designs incorporated into the railings of bridges, headwalls, plazas and pavement discuss the history of housing discrimination in the community and celebrate the

Native Americans to reservations to the present day murder of George Floyd.

As part of the planning process for the Parks and Infrastructure for UHT, Juxtaposition Arts was commissioned to think about this context and place and to develop overall values for UHT public art. These compelling storylines came from their work:

- **Histories of ecological harm and disconnection from this place** – The River has been altered to benefit settlers, businesses and industry. The river has the power to heal our communities, but first we need connection.
- **Environmental justice work and vision** – Industry has polluted the water, soil and air. As community organizing forces polluters to change and move out, it's critical that the Northside community is at the table to envision and drive what is next.
- **Appropriation and re-appropriation of this place** – Local graffiti artists began using the domes and other structures as canvases, redesigning the area as an outdoor gallery. This DIY approach to placemaking turned Upper Harbor Terminal into place known by artists.
- **Settlement history of the Northside** – The Northside is defined by resilient people who came together from different historical traumas. This revolutionary community, defined by our victories as much as our struggles, shares this history. Now we have a new generation who is creating a new vision and reality.
- **Food sovereignty in Black, Native and POC communities** – A movement of growers and chefs, gardeners and organizers, entrepreneurs and non-profits are address the lack of access to fresh and healthy foods. UHT has the potential to amplify Northside food justice efforts.

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

return of wildlife and indigenous plants communities that are part of the storm water management infrastructure in the neighborhood.

In recent years, Juxtaposition Arts has worked with Public Works and MPRB to begin to shape themes and ideas for public art and the public realm of the UHT. In 2021, the Art in Public Places allocated $250,000 for funding one of Juxtapositions plans for a 204-foot railing along Dowling Avenue and adjacent to Precision Associates.

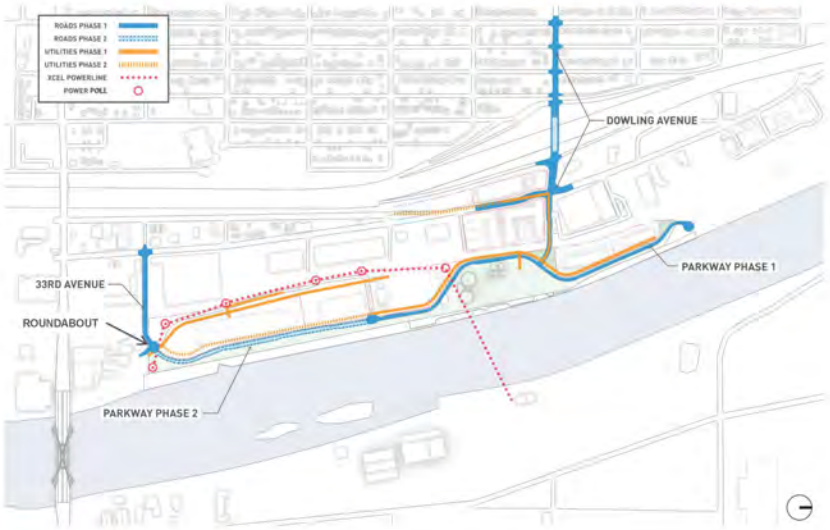
The public art process defined in this proposal will build on Seitu's legacy and Juxtaposition's vision for the identity for the UHT. A strong public art program for this site can't make up for the generations of racism and environmental injustice , but it's an extremely important piece of beginning the effort at this site.

Upper Harbor Location and Site Overview

LOCATION



SITE OVERVIEW



Project Cost Breakdown

ART02

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Furniture, Fixtures, and Equipment	$0	$0	$0	$330,000	$415,000	$415,000	$0
Design and Project Management	$0	$0	$142,500	$50,000	$60,000	$60,000	$0
General Overhead	$0	$0	$7,500	$20,000	$25,000	$25,000	$0
TOTAL	**$0**	**$0**	**$150,000**	**$400,000**	**$500,000**	**$500,000**	**$0**

Submitting Agency Funding Request

ART02

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$150,000	$400,000	$500,000	$500,000	$0
TOTAL	**$0**	**$0**	**$150,000**	**$400,000**	**$500,000**	**$500,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal and vertical infrastructure
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?

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

Not applicable as the asset doesn't exist yet.

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

25 Years.

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

This is often not applicable to a work of art. However, when the artwork is integrated into City infrastructure, it does need to meet the standards for the infrastructure.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is

"complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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

Stimulate Excellence in Urban Design and Public Arts:

- Is engaging and high quality in concept and construction.
- Is comparable in quality to other artwork commissioned by the City.
- Is unique, one-of-a-kind.
- Complies with City regulations.

Enhance Community Identity and Place:

- Reflects the community and the setting.
- Is integrated into the site design and function.

Contribute to Community Vitality:

- Attracts visitors and residents.
- Encourages civic dialogue about City issues.
- Is safe.

Involve a Broad Range of People and Communities:

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

Value Artists and Artistic Processes:

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

Use Resources Wisely:

- Is sustainable, secure and durable.
- Completed within the timeline and budget.

Partnerships

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

No.

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

Unknown at this point as 2023 to 2028 projects are not yet selected and additional fundraising is project-specific. On average, the City's NDB allocation to Art in Public Places projects leverages more than a 25 percent match in funding from other sources.

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

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

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

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

Economic Development

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

No direct impact on existing tax base.

Describe the economic development impact of the project:

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

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

No.

Transportation

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

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

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

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

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

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

Operations and Maintenance

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

Increase

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

Year that Operating Incr/(Decr) will take effect? 2030-2034, depending on when artworks are completed.

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

During design development for each public art project, an assessment is conducted by an art conservator with input from the people who maintain the project site. This assessment outlines the artworks' annual maintenance needs and costs, as well as the costs of periodic treatments, such as repainting. After this assessment, staff work with the artist to identify design changes to decrease future maintenance costs and make the artwork more durable.

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

Basic annual maintenance, such as cleaning and debris removal, is provided by project partners and property owners. More complex annual maintenance, such as graffiti removal and new coatings are funded annually through Arts and Cultural Affairs' general fund.

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

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

Project Coordination

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

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

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

Project Planning: Winter/Spring 2024, 2025 and 2026
Artist Selection Process: Summer2024, 2025 and 2026
Design Concepts and Additional Community input: Fall/Winter 2024-25, 2025-26 and 2026-2027
Fabrication: Summer/Fall/Winter 2025-26, 2026-2027 and 2027-2028
Installation: Spring 2026, 2027, 2028 and 2029

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

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

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

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



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

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety

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

Housing and Economic Development

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

Environmental Justice

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

Built Environment and Transportation

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

Racial Equity Impact Analysis

Data

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

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

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

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

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

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

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

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

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

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

Additional Information

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

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City of Minneapolis

MBC01 - Life Safety Improvements

Project Details:

Project Start Date: 1995
Estimated Project Completion Date: 12/31/2025
Ongoing Program: Yes
Current Phase: Planning, Design and Construction
Level of Need: Desirable
Department Priority: 1 of 6

Submitting Agency: Municipal Building Commission
Contact Person: Igor Melamed
Contact Phone Number: 612-596-9520
Contact Email: igor.melamed@municipalbuilding.org
Website: municipalbuilding.org
Prior year(s) bond authorization amount: At least $19,59,4103

Project Location:

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

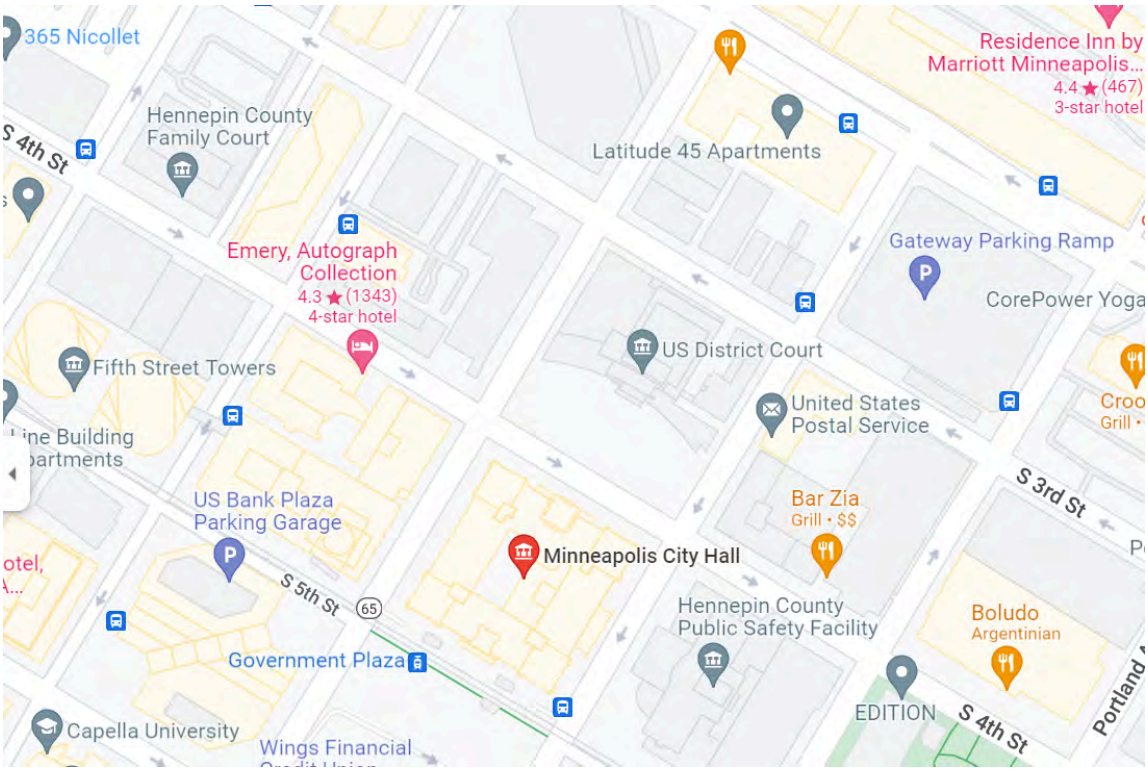
Project Description

This project upgrades and improves the infrastructure of the City Hall / Courthouse so that it abides by International and Minnesota Building Code for high rise office buildings and incorporates code changes. The MBC life safety program includes: installation of building sprinkler systems, fire alarm smoke detection, public address systems update of building exits and stairs, installation of fireproofing, smoke barriers, emergency lighting, life safety power systems, structural beam upgrades.
The Stage related projects are being coordinated with several projects including the MBC's Mechanical Systems Upgrade, and space reconfiguration, tenant's improvement and computer infrastructure upgrades by the City and County.
MBC initiatives to upgrade the electrical wiring, plumbing, lighting, floor coverings, wall coverings and ceilings are also being completed in the spaces during the Life Safety project.

Purpose and Justification

Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire in the City Hall / Courthouse could have a significant effect on critical public services housed in the building including police, fire,
emergency communications (911), and the Adult Detention Center. The interruption of 911 services due to a fire in the building, for instance, could have citywide impact.
The remaining Life Safety work inside the boundaries of final stages (stages 20 and 21) will be completed simultaneously with the MBC Mechanical Systems Upgrade project and the City of Minneapolis Phases of tenants' improvement scopes to gain economies of scale and minimize disruption.

Project Visuals and Map



Project Cost Breakdown

MBC01

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$500,555	$6,008,304	$0	$0	$0	$0	$0
Design and Project Management	$83,100	$1,121,344	$0	$0	$0	$0	$0
General Overhead	$23,345	$296,376	$0	$0	$0	$0	$0
TOTAL	**$607,000**	**$7,426,024**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

MBC01

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$303,500	$3,713,012	$0	$0	$0	$0	$0
Intergovernmental Revenues	$303,500	$3,713,012	$0	$0	$0	$0	$0
TOTAL	**$607,000**	**$7,426,024**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The infrastructure is near end of useful life.

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

Functional

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

30 years

Investment/Cost of Deferred Maintenance

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

There is a risk of life/safety, system failure or error which could lead to significant financial costs or loss of life and property.

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

Operating funds will be used for maintenance and repair over the useful of the systems. All MBC projects require a match between Hennepin County and the City of Minneapolis. Funding from Hennepin County is contingent on the City of Minneapolis match.

Service Level

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

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

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
N/A

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

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

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

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle. City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure upgrades occur during each stage. For efficiency and coordination with City tenant improvement work, life cycle upgrades and improvements including painting, ceiling tile, and carpet have also been incorporated into the MBC life safety/MEP projects. This project receives a dollar for dollar match with Hennepin County Capital Funding.
Describe any inclusion of public art with the project or

Economic Development

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

No

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

N/A

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

N/A

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

N/A

collaboration with Art in Public Places:

N/A

Operations and Maintenance

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

There is not anticipated to be a change to operating costs

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

N/A

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

N/A

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

N/A

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

N/A

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

N/A

Project Coordination

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

Phase 3 (Stages 20 and 21) Design: 2022/23
Phase 3 (Stages 20 and 21) Bidding, Procurement and Construction: 2023-2024

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

N/A

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

Schedule may be able to be shifted between milestones based on funding.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Arts and Culture - The Municipal Building is landmark for the City of Minneapolis and an important historic site on the National Register of Historic Sites. Funding this project allows for continued use and preservation of the facility.

Racial Equity Impact Analysis

Data

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

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

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

The data does not indicate a disparity between white and BIPOC communities related to the desired outcome (Repair and replace life safety equipment).

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A

Analysis

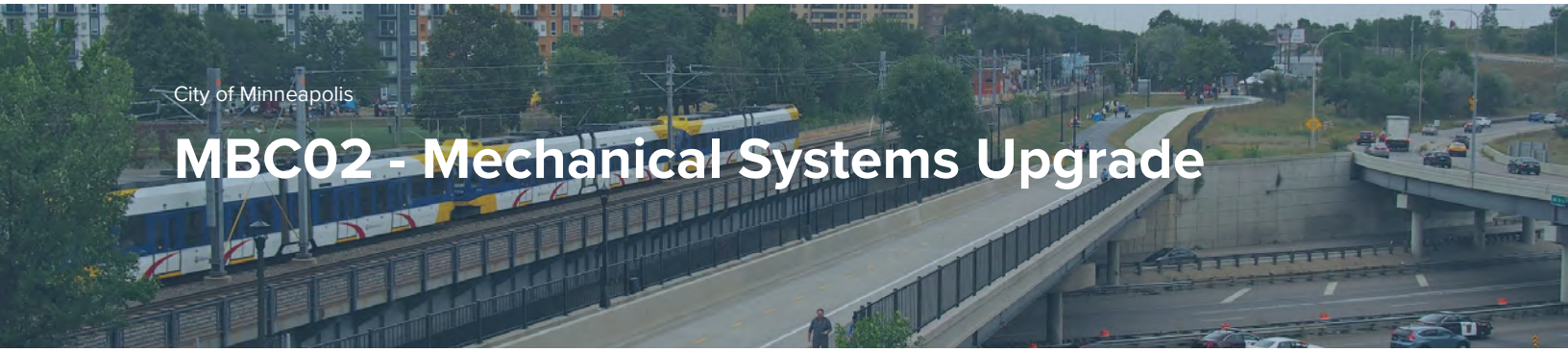
How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

- Additional funds are being requested due to uncharateristic escalations in the costs of construction and due to space programming changes.

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City of Minneapolis

MBC02 - Mechanical Systems Upgrade

Project Details:

Project Start Date: 1995
Estimated Project Completion Date: 2025
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Important
Department Priority: 2 of 6

Submitting Agency: Municipal Building Commission
Contact Person: Igor Melamed
Contact Phone Number: 612-596-9520
Contact Email: igor.melamed@municipalbuilding.org
Website: municipalbuilding.org
Prior year(s) bond authorization amount: at least $30,189,841

Project Location:

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

Project Description

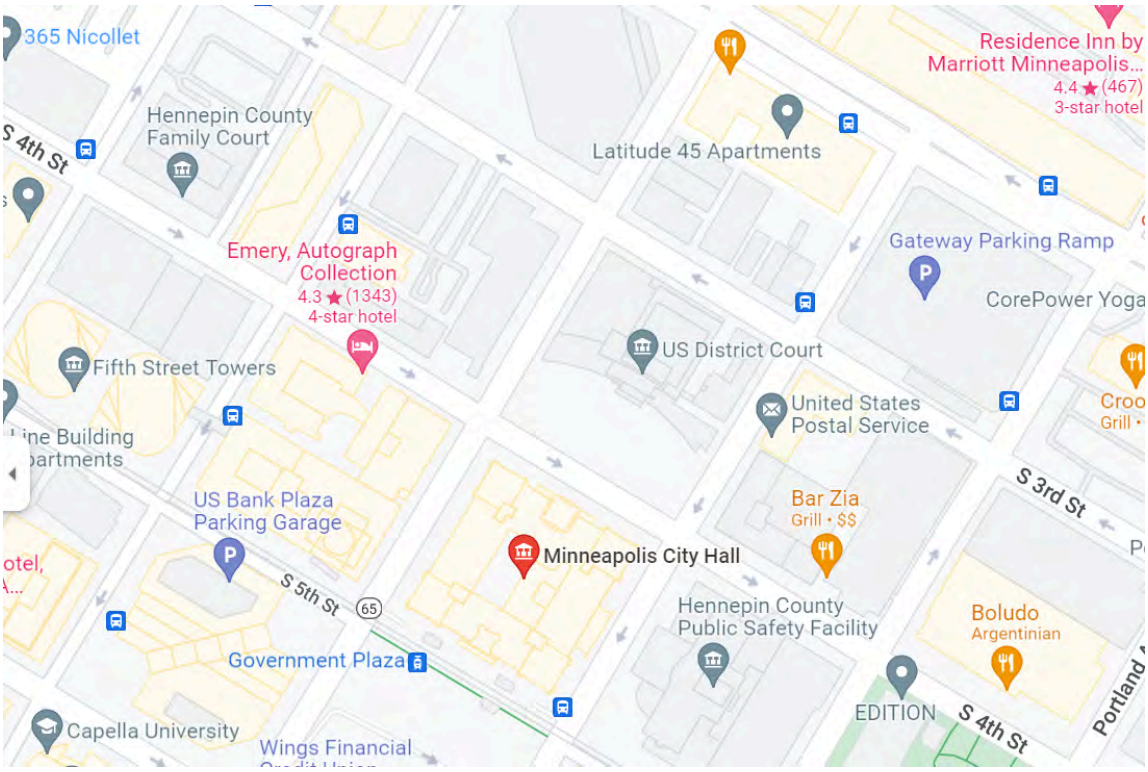
The MBC Mechanical Systems Upgrade includes renovation and upgrade of the heating, ventilating, and air conditioning systems in the Minneapolis City Hall/Courthouse building. These upgrades are being completed based on a 1989 report prepared by Hammel Green and Abrahamson, Inc. The design includes air-handling units, a new ductwork distribution system with VAV boxes, electronic Direct Digital Controls, hot water finned tube radiation, exhaust systems for special-equipment hoods and apparatus, restrooms, and restroom exhausts. The project will upgrade mechanical and life safety systems in approximately 15,000 square-foot sections of the City Hall/Courthouse every six to eight months through the year 2024. The project is being coordinated with several projects including the MBC's Life Safety Upgrade, removal of asbestos, space reconfiguration and space reconfiguration, tenant improvement and computer infrastructure upgrades by the City and County. The MBC Mechanical Systems Upgrade request includes some electrical non-life safety wiring, plumbing, temporary walls and partitions, and some ceilings and structural components all related to the HVAC systems. Most of the ceiling and general construction components are also completed in the spaces during the project.

Purpose and Justification

The 1989 engineering study reported the majority of the existing systems were antiquated and undersized, providing inadequate ventilation and poor temperature control throughout the building. In some areas, heating piping is severely corroded and intermittent ruptures have damaged the building and equipment, as well as interrupted work for building tenants. There is concern that many components of the existing system could fail prior to their scheduled replacement. An aggressive schedule is required to replace equipment before it ceases functioning
The HGA Design Development report identified 20 phases of work. Phasing outlined in this report was modified in 2002 to better allow for work and occupancy of adjoining areas to occur. The first four phases were completed as originally planned. With the addition of the Interior Court areas in 2003, a new construction schedule with 23 stages was developed. The current schedule anticipates completion of the final two areas, Stages 20 and 21 in years 2023 and 2024 to coincide with City tenant improvements in those spaces. These remaining Stages - 20, and 21, are considered City space.

Project Visuals and Map

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



Project Cost Breakdown

MBC02

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$195,956	$6,246,304	$0	$0	$0	$0	$0
Design and Project Management	$83,100	$1,121,344	$0	$0	$0	$0	$0
General Overhead	$11,944	$296,376	$0	$0	$0	$0	$0
TOTAL	**$291,000**	**$7,664,024**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

MBC02

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$145,500	$3,832,012	$0	$0	$0	$0	$0
Intergovernmental Revenues	$145,500	$3,832,012	$0	$0	$0	$0	$0
TOTAL	**$291,000**	**$7,664,024**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? Less than 5 years

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

Poor: the current equipment do not meet code requirements and are at the end of the manufacturer expected life span.

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

Investment/Cost of Deferred Maintenance

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

If the project is not funded there is an increased risk of costs associated with code compliance and replacing failed equipment.

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

Operational funds will be used to support repair and maintenance. All MBC projects requires a funding match between Hennepin County and the City of Minneapolis. Funding from Hennepin County is contingent on the City of Minneapolis.

Service Level

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

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

Partnerships

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

No

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

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

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

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle.
City facility management staff are collaborating on office reconfigurations to improve space allocation efficiencies. Other upgrades including plumbing, electrical, lighting, and communications infrastructure upgrades occur during each stage. For efficiency and coordination with City tenant improvement work, life cycle upgrades and improvements including painting, ceiling tile, and carpet have also

Economic Development

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

Describe the economic development impact of the project:
N/A

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

N/A

Transportation

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

N/A

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

N/A

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

N/A

been incorporated into the MBC life safety/MEP projects.

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

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

N/A

Operations and Maintenance

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

Maintain operating cost

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

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

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

N/A

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

N/A

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

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Phase 3 (Stages 20 and 21) Design: 2022/23
Phase 3 (Stages 20 and 21) Bidding, Procurement and Construction: 2023-2024
If this is a new project, describe the major project phases and timing anticipated for completing the project:

NA

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

The schedule can be adjusted to move milestones.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Arts and Culture - The City Hall/Courthouse Building is a registered historical site within the City of Minneapolis and important landmark for the City. Funding this project allows for continued preservation and use of this facility.

Racial Equity Impact Analysis

Data

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

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

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

The data does not indicate a disparity between white and BIPOC communities in relation to the outcome (replacement and repair mechanical systems in City Hall)

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A

Analysis

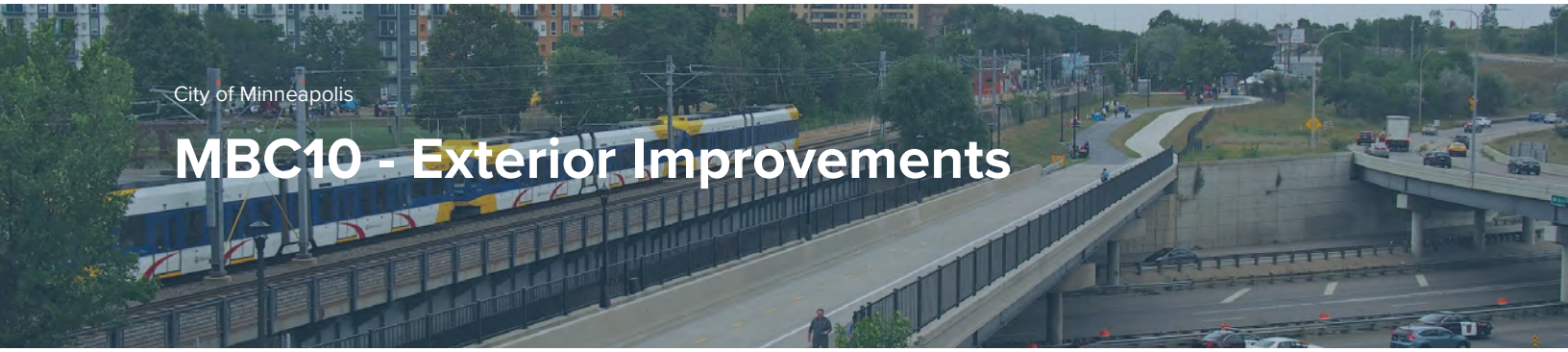
How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

- Additional funds are being requested due to uncharacteristic construction cost escalation and changes to the progammed space use.

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City of Minneapolis

MBC10 - Exterior Improvements

Project Details:

Project Start Date: March 2018
Estimated Project Completion Date: 2025
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Important
Department Priority: 6 of 6

Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman
Contact Phone Number: 612-472-0792
Contact Email: daniel.hagman@municipalbuilding.org
Website: municipalbuilding.org
Prior year(s) bond authorization amount:
$3,219,000.00

Project Location:

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

Project Description

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

Preserving this asset involves addressing building envelope issues on a regular basis. This project is primarily about asset preservation, but also about tenant comfort. The project includes limited waterproofing replacement, masonry repointing and repairs, exterior window repair, and door replacement and repair, clock tower antenna removal, exterior lighting, and exterior access control.
The City Hall/Courthouse is on the National Register of Historic places, and it is an iconic historic landmark for Minneapolis, Hennepin County, and Minnesota. Approximately 60 percent of the useable space is occupied by City of Minneapolis offices and the balance by Hennepin County programs.

Phase 1 included the masonry repointing and repair, exterior window sealant replacement and broken glass replacement, gutter repairs, and heat tape replacement for the East, North, and West was completed in October 2020.

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

Phase 3 is scheduled to begin September 2023 and will address remaining interior courtyard masonry and waterproofing, window sealant abatement and replacement, perimeter door work, tower antenna removal, north tower 13th floor roof replacement and 12th floor ceiling tile replacement, turret repointing and masonry repairs in north and south towers.

Phase 4 will include the moat roof replacement, 5th street stair removal, waterproofing, and resetting, repair/replace exterior doors on 3rd and 4th Ave, and 5th street, moat paver removal, waterproofing, and resetting

Purpose and Justification

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

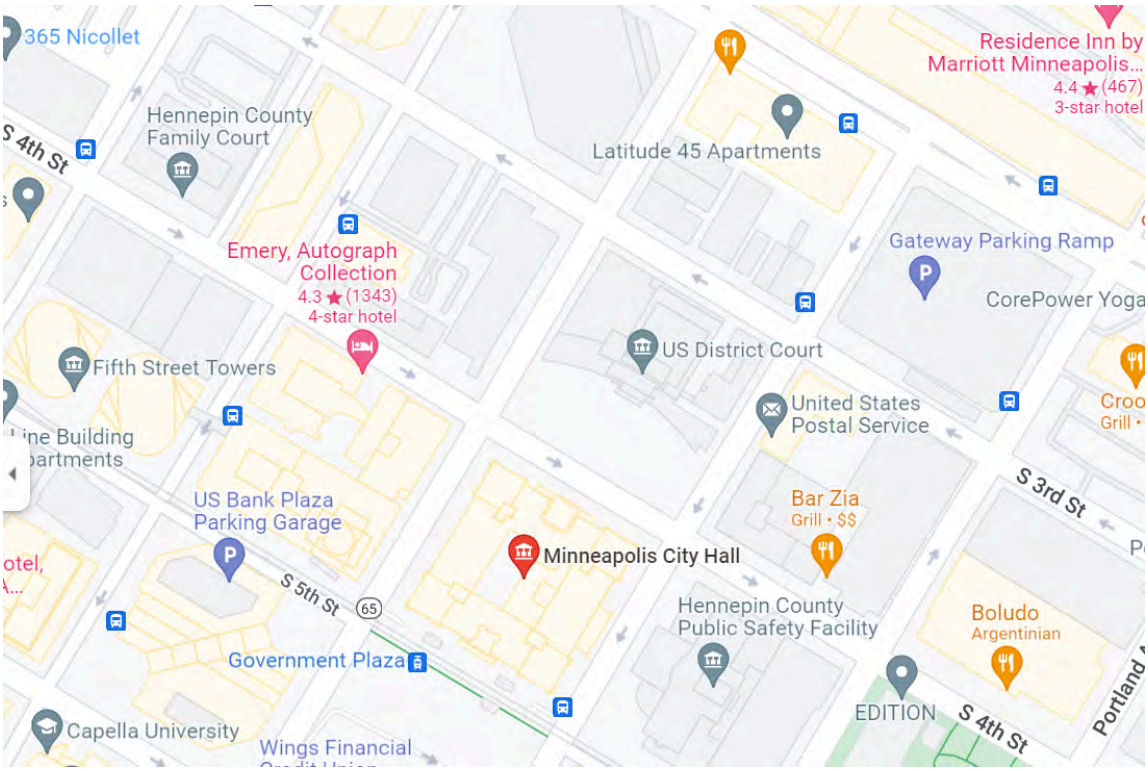
Waterproofing/ Heat tape / Sub-Basement Work
Remaining areas of concern for waterproofing are the roofs for shafts 1-4, roofing and flashing around the base of shafts 1 and 3, and the 13th floor of the clock tower. The waterproofing, flashing and heat tape work around shafts 2 and 4 were completed. The moat roof and pavers will require waterproofing and repairs. The 5th street stairs will need to be removed, repair/replace waterproofing, then reset the stair threads.

The MBC has addressed the highest priority masonry problems. The remaining scope of work includes masonry repairs and repointing of all brick facades at the interior courtyard and inside the turrets on both north and south towers.

Removal of the antennas from the north tower flagpole.

Over the past year, the 12th floor north tower ceiling tiles have become loose and are falling to the floor below, and this area will be affected by the replacement of the 13th floor construction activities. This will have to be addressed during phase three to mitigate safety hazards.

Project Visuals and Map



Project Cost Breakdown

MBC10

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$7,600,000	$4,000,000	$1,665,664	$0	$0	$0
TOTAL	**$0**	**$7,600,000**	**$4,000,000**	**$1,665,664**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

MBC10

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$3,800,000	$2,000,000	$832,832	$0	$0	$0
Intergovernmental Revenues	$0	$3,800,000	$2,000,000	$832,832	$0	$0	$0
TOTAL	**$0**	**$7,600,000**	**$4,000,000**	**$1,665,664**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals

Asset Condition

Please select the asset type: Vertical
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 50+ years

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

While the structure remains sound, there is a need for repairs to be in the condition to stop future structural or interior damage and to stay current in best practices

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

30+ years

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

This project will need to conform to local and state building codes. At present the building generally meets code and will meet relevant code section with completion of the project.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

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

No

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

N/A

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

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

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

N/A

Economic Development

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

N/A

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

N/A

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

N/A

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

N/A

Operations and Maintenance

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

Maintain current operating costs

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

Unknown

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

2023

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

N/A

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

N/A

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

N/A

Project Coordination

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

The next phase of this (Phase 3) project will start in 2023 funding cycle. Design was completed using existing bond authorizations.

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

Phase 3: Bidding and construction in starting 2023
Phase 4: Bidding in 2024 and construction in 2024

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

Specific tasks can be scheduled into different fiscal years to allow for changes in spending.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

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

Racial Equity Impact Analysis

Data

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

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

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

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

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

Include details here.

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A.

Analysis

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

N/A

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City of Minneapolis

MBC12 - Safety Improvements - Non-Stagework Areas

Project Details:

Project Start Date: 1/1/2018
Estimated Project Completion Date: 12/31/2025
Ongoing Program: Yes
Current Phase: Design / Construction
Level of Need: Important
Department Priority: 3 of 6

Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman
Contact Phone Number: 612-472-0792
Contact Email:
daniel.hagman@municipalcommission.org
Website:
http://www.municipalbuildingcommission.org/
Prior year(s) bond authorization amount:
$4,408,000.00

Project Location:

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

Project Description

This project will upgrade and improve the safety and security infrastructure of the City Hall/Courthouse facility so that it abides by the Minnesota Building code and direction provided by the Minneapolis Fire Inspection and Building Inspection Departments.

This project addresses life safety concerns not addressed in previous capital project work including the addition of smoke barriers in the rotunda and ADC; asbestos abatement; adding fire sprinkling in the rotunda gallery, corner shafts, attic, 5th Street stairway, Rotunda stairways, and 4th and 5th Street Towers; adding exit signage; and adding attic occupant notification.

Phase A-Completed August 2020 included the security upgrades by the way of 21 access-controlled doors. Also included smoke barriers on the rotunda side per Minneapolis Fire Inspectors.

Phase B-Completed Sept 2022 included the all four corner shafts brought up to code compliance related to the fire protection system-smoke/fire ratings on the walls and/or ceilings, and appropriate sprinkler coverage.

Phase C will begin construction June 2023 and will consist of adding sprinkler coverage to floors 1-5 in the rotunda gallery and the fifth street stairwells from ground floor to the top floor. This project will also include adding fire protection to the 5th street lobby areas while preserving the ornamental plaster work on the ceilings.

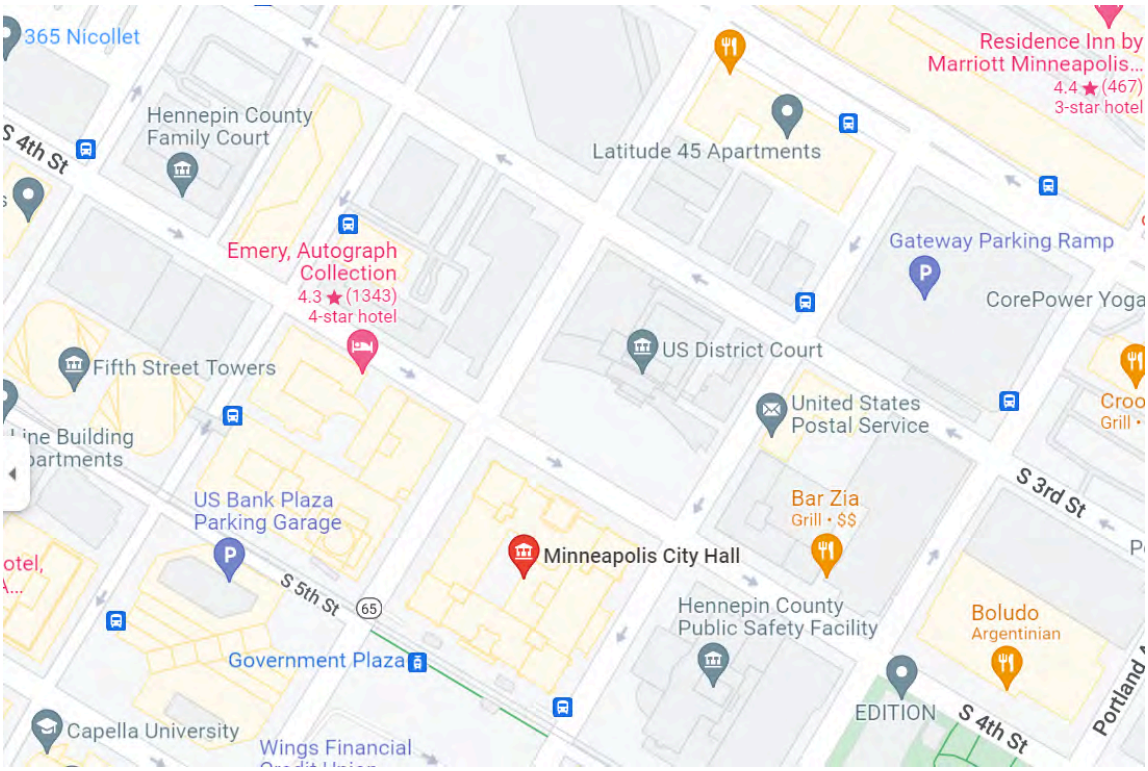
Phase D-construction to begin February 2024. This scope will include fire protection added the north and south towers, the attic, and providing a smoke rating to the ADC ceiling from the attic spaces.

Purpose and Justification

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

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

Project Visuals and Map



Project Cost Breakdown

MBC12

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$2,512,000	$1,210,000	$1,003,500	$0	$0	$0	$0
General Overhead	$0	$140,000	$73,000	$0	$0	$0	$0
TOTAL	**$2,512,000**	**$1,350,000**	**$1,076,500**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

MBC12

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$1,256,000	$675,000	$538,250	$0	$0	$0	$0
Intergovernmental Revenues	$1,256,000	$675,000	$538,250	$0	$0	$0	$0
TOTAL	**$2,512,000**	**$1,350,000**	**$1,076,500**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 0

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

While the current infrastructure is functional, it needs to updated to current code and best practice recommendations.

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

30 years

Investment/Cost of Deferred Maintenance

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

None

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

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

Service Level

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

The assets must perform to most current fire and building codes. Currently the building does not have sprinkler system covering the entire building.

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

3

Partnerships

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

No

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

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

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

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle. This project receives a dollar for dollar match with Hennepin County Capital Funding.

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

N/A

Economic Development

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

No

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

No

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

N/A

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

N/A

Operations and Maintenance

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

Add to existing operating costs

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

+5,000 per year

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

2024

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

There will be some additional operating costs for increase in the quantity of items tested and inspected related to fire sprinkler and fire alarm systems.

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

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

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

Not applicable

Project Coordination

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

The 2017-2020 appropriation for this work has been used to bring Miller Dunwiddie on board for the design work and will be used to cover the construction costs for Phase A and a portion of the Attic and Pipe insulation abatement project. The 2021 appropriation will be used to cover the remaining attic abatement cost as well as the Phase B construction cost.

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

Phase C is in the design/construction phase with construction anticipated to run from 2023-2024

Phase D is in the design phase with construction anticipated from 2024-2025

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

The construction may be able to be shifted to occur over more fiscal years

Minneapolis City Goals

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

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

Racial Equity Impact Analysis

Data

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

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

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

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

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

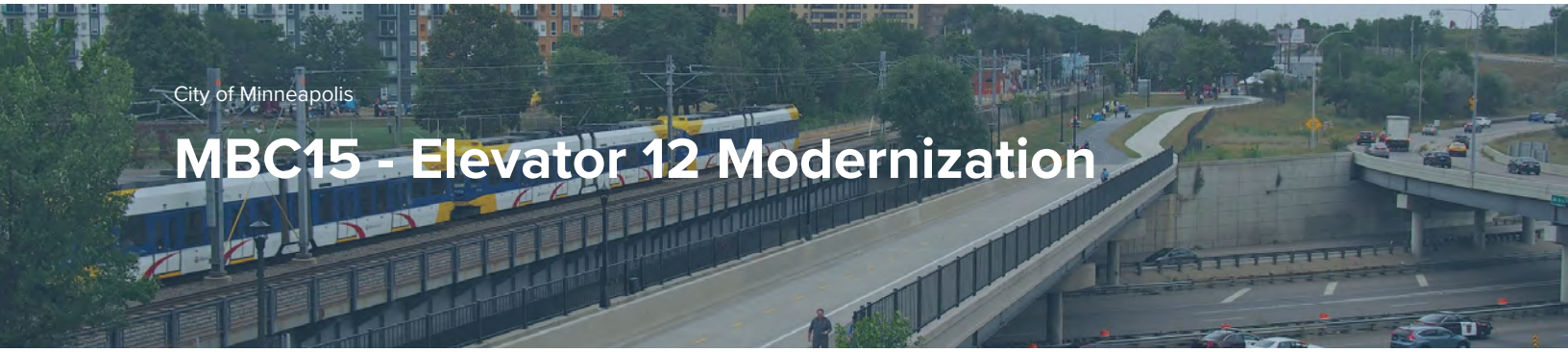
N/A

Analysis

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

N/A

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City of Minneapolis

MBC15 - Elevator 12 Modernization

Project Details:

Project Start Date: 1/1/2017
Estimated Project Completion Date: 2024
Ongoing Program: Y
Current Phase: Construction
Level of Need: Important
Department Priority: 5 of 6

Submitting Agency: Municipal Building Commission
Contact Person: Daniel Hagman
Contact Phone Number: 612-472-0972
Contact Email: daniel.hagman@municipalbuilding.org
Website:
https://www.municipalbuildingcommission.org/
Prior year(s) bond authorization amount: $30,000

Project Location:

Address: 350 South 5th Street
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: 7
Description of Location: Minneapolis City Hall & Hennepin County Courthouse

Project Description

With the 2023 budget, the MBC is exploring the two options below, and will proceed with appropriate action based on tenant and building access needs.
Modernization:
The scope of work would include a new elevator control system complete, new pump unit and submersible motor, valves, new door operators, new fixtures, new cab interiors and replacement of selected hoist way equipment. The equipment would be microprocessor- based, utilizing energy-saving AC technology.
Removal and build out scope:
Sub-Basement: Two new storage rooms converted from elevator equipment areas, pour new concrete floor to cover elevator pit, add gypsum ceiling to create alcove for storage.
Ground level. Add floor, ceiling, door and frame, lights, and outlet for new storage room.

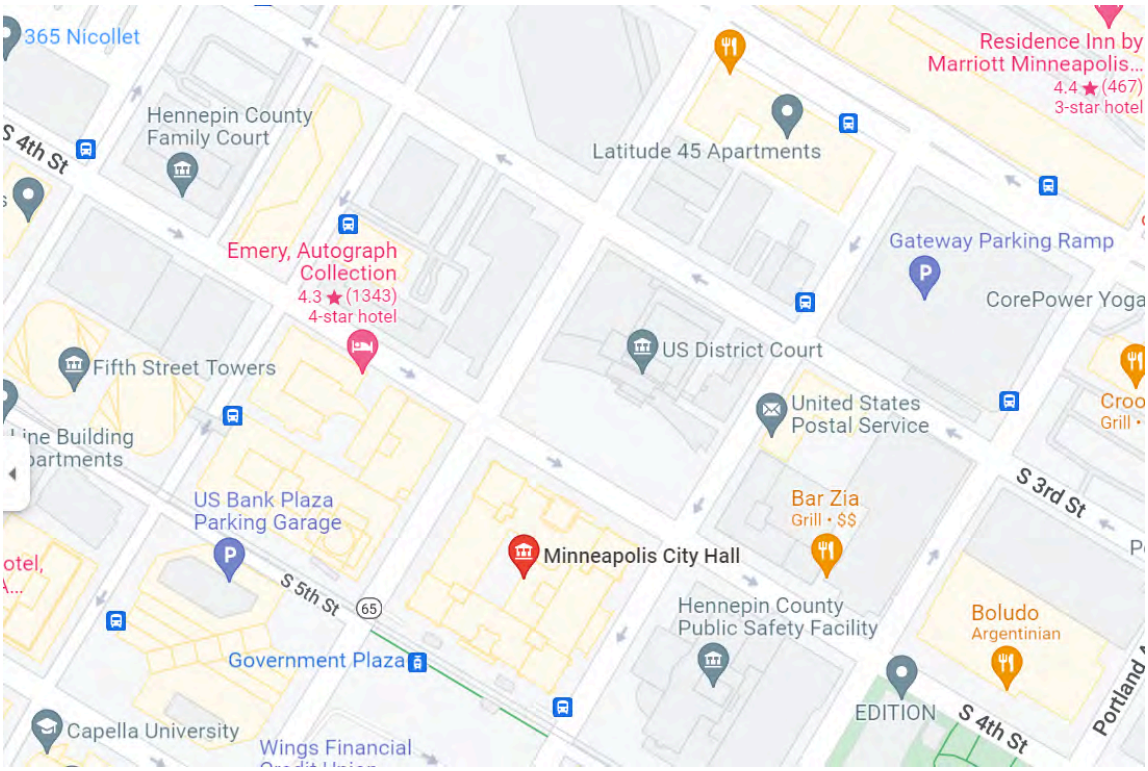
Purpose and Justification

Elevator 12 was installed in 1985 and so it has now been in service for thirty-six (36) years. The current elevator can no longer be serviced due to the discontinuation of the replacement parts.

Elevator 12 has a front entry on Ground floor and a front and rear entry on the sub-basement. It was previously used by the City of Minneapolis Property and Evidence department only, but new tenants will be occupying the space in the future.

This project will first identify advantages of either modernizing elevator 12 or removing it and converting the area into additional storage space on the ground and sub-basement levels.

Project Visuals and Map



Project Cost Breakdown

MBC15

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$979,000	$0	$0	$0	$0	$0
Design and Project Management	$63,000	$0	$0	$0	$0	$0	$0
TOTAL	**$63,000**	**$979,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

MBC15

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$31,500	$489,500	$0	$0	$0	$0	$0
Intergovernmental Revenues	$31,500	$489,500	$0	$0	$0	$0	$0
TOTAL	**$63,000**	**$979,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities) - Elevators
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 0

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

The elevator is currently disabled by Schindler Elevator to allow passage through it. The elevator is in approved status with the State of MN and can be return to service if it passes all required safety tests and all safety features are operable (phone, emergency light, alarm bell...) However, this elevator is beyond its projected useful life of 25 years and modernization, or removal is recommended.

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

Modernization: 30 years. Remove and build out: Indefinite

Investment/Cost of Deferred Maintenance

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

The elevator cannot remain in the status it is currently in, parked at the bottom landing with the doors open. The State of MN is requiring the following:
- Place the elevator in temporary dormancy (3-years), but the doors can't remain open and after three years the elevator will need to be brought up to code of removed permanently from service.
- Return the elevator to service which would require it passes all required safety tests and all safety features are operable (phone, emergency light, alarm bell...)

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

Operating budget resources will utilized to pay for maintenance and repair of this asset over its lifecycle. All MBC project require a match of funds from Hennepin County and the City of Minneapolis.

Service Level

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

No
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is

"complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

1

Partnerships

Have Grants for this project been secured?

No

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

N/A

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

The project is coordinated with Hennepin County Capital Program throughout the five year capital funding cycle. This project receives a dollar for dollar match with Hennepin County Capital Funding.

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

N/A

Economic Development

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

No

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

N/A

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

N/A

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

N/A

Operations and Maintenance

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

If the elevator is demolished, there will be operating cost savings related to not paying for elevator maintenance. If the elevator is rebuilt, operating costs will be maintained.

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

If demolished, roughly $2,000 per year in inspection/maintenance fees.

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

2024

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

N/A

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

N/A

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

N/A

Project Coordination

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

N/A

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

2023: Pre-Design/Schematic Design/Bidding
2024: Construction

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

The construction schedule can be shifted to occur other fiscal year up to 2026.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Environmental Justice: By upgrading equipment and technology to meet current energy efficiency standards, this project preserves and improves the sustainability of the City Hall/Courthouse building, contributing to a more cost effective municipal government. This project helps to ensure the safety, security, reliability, and preservation of a key government and local historical asset.

Public Services: This project helps to ensure the safety, security, reliability, and preservation of a key government and local historical asset. The elevator is currently grounded due to safety concerns.

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

Racial Equity Impact Analysis

Data

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

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

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

The data indicates no dispartiy between white and BIPOC communities in relation to the desired outcome (repair of elevator to allow for vertical transportation).

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?
N/A

Analysis

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

N/A

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City of Minneapolis

PRK02 - Playground and Site Improvements Program

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: varies by specific park
Ongoing Program: Y
Current Phase: Design
Level of Need: Significant
Department Priority: 3 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $1,700,000 unspent

Project Location:

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

Project Description

This project features all play area-only capital projects. Typical play area and site improvements consist of reconfiguring playground containers (both pre-K and elementary age) and replacing the play equipment. As the budget allows, additional amenities such as walkways, picnic tables, benches, lighting improvements, landscaping, drinking fountains, etc. would be prioritized and included. In all project areas one playground will be improved. This request includes play area improvements in 22 parks, four of which--those funded in 2029--have yet to be determined.

Purpose and Justification

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

Beginning in 2018, larger projects in neighborhood parks that may involve play areas have been consolidated into the PRKCP project or, if they have funding greater than $1,000,000, are being given their own projects. PRK02 will remain the project for stand-alone play area improvements.

Project Visuals and Map



Project Cost Breakdown

PRK02

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,189,000	$1,186,000	$1,174,000	$821,000	$996,000	$1,284,000	$1,748,000
Design and Project Management	$284,000	$312,000	$309,000	$216,000	$262,000	$338,000	$460,000
General Overhead	$57,000	$62,000	$62,000	$43,000	$52,000	$68,000	$92,000
TOTAL	**$1,530,000**	**$1,560,000**	**$1,545,000**	**$1,080,000**	**$1,310,000**	**$1,690,000**	**$2,300,000**

Submitting Agency Funding Request

PRK02

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$976,000	$1,170,000	$850,000	$900,000	$1,310,000	$1,165,000	$1,725,000
Taxes	$554,000	$390,000	$695,000	$180,000	$0	$525,000	$575,000
TOTAL	**$1,530,000**	**$1,560,000**	**$1,545,000**	**$1,080,000**	**$1,310,000**	**$1,690,000**	**$2,300,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

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

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

Franklin Steele Park: 2034
Harrison Park: 2029
Bohanon Park: 2023
Elliot Park: 2022
East Phillips Park: 2024
Cedar Avenue Field: 2028
Kenwood Park: 2021
Victory Park: 2024
Logan Park: 2022
Clinton Field Park: 2026
Pershing Park: 2025
Hiawatha School Park: 2025
Mueller Park: 2023
Corcoran Park: 2025
Currie Park: 2030
Lovell Square Park: This park's playground was replaced recently as part of a larger park improvement project under PRKCP. It is likely future MPRB CIPs and budget requests will reallocate these funds back to general improvements in this park.

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

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

Franklin Steele Park: 3
Harrison Park: 3
Bohanon Park: 3
Elliot Park: 3
East Phillips Park: 4

Cedar Avenue Field: 3
Kenwood Park: 3
Victory Park: 3
Logan Park: 3
Clinton Field Park: 3
Pershing Park: 3
Hiawatha School Park: 3
Mueller Park: 3
Corcoran Park: 2
Currie Park: 3
Lovell Square Park: This park's playground was replaced recently as part of a larger park improvement project under PRKCP. It is likely future MPRB CIPs and budget requests will reallocate these funds back to general improvements in this park.

Most of these playgrounds, overall, have an average condition rating and are nearing the end of their useful lives. It is important to note that MPRB's NPP20 playground rehabilitation program has been operating for at least five years now and the worst condition playgrounds have already been replaced. The only playgrounds not on this list with ratings of 4 or 5 are:

Bryn Mawr Park: included in an earlier request and to be replaced along with a major park investment in 2023
Sibley Field Park: to be under construction in 2023 under separate PRK38 request
McRae Park: construction to be complete in 2023
Stewart Field Park: included in an earlier request, with work beginning in 2023
Cavell Park: included in an earlier request, with work beginning in 2023
Whittier Park: included in an earlier request, with work beginning in 2023
Todd Park: advanced to 2023 funding under realignment due to extremely poor condition
Lynnhurst Park: included in an earlier request but on hold pending decisions about a larger park project

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

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

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

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

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

Varies. Generally, projects will not enhance the transit/pedestrian experience outside of parks.

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

Sidewalks and trails are sometimes included in play area projects.

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

Not a right-of-way project

Operations and Maintenance

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

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

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

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

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

Varies by implementation date

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

Older play areas tend to be difficult and expensive to maintain. They require inspections more frequently to ensure safety, along with more regular replacement of failed parts. Play area replacement actually decreases maintenance costs for that particular play area. However, cost savings across the system are not typically felt because other play areas are aging just as new ones come on line.

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

Not applicable

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

Not applicable

Project Coordination

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

The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The list provides a status update on each project and an overview of amounts spent. Important to note here is that last year at this time, the unspent bonds in this project were $3,278,000, while the current total is $1,700,000. This is attributable to the fact that 4 parks were proposed for improvements in 2022, while MPRB staff completed 7 play area projects that same year (including one of the 2022 projects). Increased staffing and streamlined procedures in the MPRB's Planning Division have allowed staff to make year-over-year progress on the project backlog.

7 older projects are complete or imminently complete:
-- Loring (2019 bonds): Complete and open to the public.
-- Kenny (2020 bonds): Playground installation is complete and awaits final contract closeout. Will be open to the public in spring 2023. Unspent bonds are $5,000.
-- Marcy (2020 bonds): Complete and open to the public.
-- Northeast (2020 bonds): Complete and open to the public.
-- Van Cleve (2020 bonds--see Audubon below): Complete and open to the public.
-- McRae (2020 bonds): Complete and open to the public.
-- Columbia (2022 bonds): Complete and open to the public.

2 older projects have completed community engagement and design and are expected to be under construction in 2023:
-- Bryn Mawr (2019 bonds): Project has initiated along alongside the major funding at this park under PRK33. Concept design is complete and awaits bidding.
-- Riverside (2022 bonds): Project has initiated along alongside other major funding at this park. Concept design is complete and awaits bidding. Unspent bonds are $233,000.

2 older projects have initiated community engagement and design, with construction expected in late 2023 or 2024:

-- Bottineau (2020 bonds): Project design and CE initiated. Unspent bonds are $289,000.
-- Cavell (2020 bonds): Project initiated in early 2023. Unspent bonds are $306,500.

3 older projects have not yet initiated:
-- Lynnhurst (2020 bonds): Project was put on hold pending adoption of the Southwest Service Area Master Plan and Minnehaha Creek Master Plan, both of which affect the potential placement of a new play area. Both master plans are now adopted and show a relocation of the play area in concert with a larger project. MPRB is determining the best project timeline for overall implementation. Unspent bonds are $306,495.
-- Audubon (2022 bonds): Project not yet initiated, but $110,000 in bonds transferred to complete Van Cleve project. Funds were restored in the 2023 CIP. Unspent bonds are $228,000.
-- Lake Hiawatha (2022 bonds): Project not yet initiated. Unspent bonds are $328,000.

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

Project scoping, including community engagement, typically initiates early in the funding year and continues for 6 to 8 months. Construction most likely takes place during the following spring and summer and, depending on the complexity of the project, can be completed by fall of that calendar year. Overall, a typical play area project can take two years from project initiation until the facility opens to the public, due in part to the robust community engagement process to design the playground.

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

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

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

Not applicable

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

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

Additional Information

In its 2023-2028 CIP, MPRB has approved a realignment of play area rehabilitation projects. A more detailed inventory of play area quality and safety--one that looked at every piece of equipment in every park--has shown that earlier visual inspections of playgrounds may not have provided the best level of accuracy for decision-making. In addition, MPRB is considering better alignment between playground-only projects (which are identified by asset condition and longevity alone and are funded through PRK02) and larger park implementation projects funded under PRKCP or in stand-alone park projects. Many play area projects have shifted years in order to find a "sweet spot" in terms of these two factors. The following list shows the CURRENT REQUEST and provides some insight on changes after each project line. MPRB staff is also happy to provide more insight on exact moves and reasons during the Q&A period, should the committee desire it. In general, overall funding amounts each year are stable compared to previous requests, with a shift between 2024 (more projects) and 2026 (fewer projects), which is also described in PRKRP. No play area projects were removed from the request, though four were added due to their condition and longevity. These new projects are scattered throughout the years of this request rather than coming into the request in the outmost year.

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

2024
Franklin Steele Park: $390,000 Net Debt Bonds (advanced from 2025 to correlate to 2023 implementation project)
Harrison Park: $390,000 Net Debt Bonds (same year, source shifted to NDB)
Bohanon Park: $390,000 Net Debt Bonds (advanced from 2026 to correlate to 2023 implementation project)
Elliot Park: $390,000 Capital Levy (advanced from 2025 to correlate to 2024 implementation project)

2025
East Phillips Park: $425,000 Net Debt Bonds (no change)
Cedar Avenue Field: $425,000 Net Debt Bonds (delayed from 2024 based on asset condition)
Kenwood Park: $4250,000 Capital Levy (new play area project based on asset condition)
Victory Park: $270,000 Capital Levy (advanced from 2027 based on asset condition)

2026
Logan Park: $450,000 Net Debt Bonds (no change)
Clinton Field Park: $450,000 Net Debt Bonds (new play area project based on asset condition)
Victory Park: $180,000 Capital Levy

2027
Pershing Park: $360,000 Net Debt Bonds (new play area project based on asset condition)
Hiawatha School Park: $475,000 Net Debt Bonds (delayed from 2025 based on asset condition)
Mueller Park: $475,000 Net Debt Bonds (new play area project based on asset condition)

2028
Pershing Park: $115,000 Net Debt Bonds
Corcoran Park: $525,000 Net Debt Bonds (delayed from 2027 based on asset condition)
Currie Park: $525,000 Net Debt Bonds (delayed from 2023 based on asset condition)
Lovell Square Park: $525,000 Net Debt Bonds (delayed from 2026 based on asset condition). Also, as noted above, this park's playground was replaced recently as part of a larger park improvement project under PRKCP. It is likely future MPRB CIPs and budget requests will reallocate these funds back to general improvements in this park.

2029

MPRB has not yet adopted a 2029 CIP. The current MPRB 6-year CIP includes the 2023 through 2028 years. For the purposes of this request, MPRB is estimating there will be four PRK02 sites in the 2029 year, all funded with Net Debt Bonds, at a cost of $575,000 each for a total of $2,300,000.

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City of Minneapolis

PRK03 - Shelter - Pool - Site Improvements Program

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2025
Ongoing Program: Y
Current Phase: Design
Level of Need: Critical
Department Priority: 11 of 26

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

Project Location:

Address: 4802 Grand Avenue South (Fuller)
City Sector: Southwest
Affected Neighborhoods: Tangletown
Affected Wards: 11
Description of Location: Existing park site

Project Description

Wading pool improvements may include replacement of entire pool facilities with new wading pools or splash pads, updating mechanicals of existing wading pools, adding shade structures and seating, providing additional spray features within existing pools, and updating associated site improvements such as paths and lighting. One activity is included in this project in this request: Fuller Park in 2024.

Purpose and Justification

Most pool and wading pool facilities in the park system are more than 40 years old. Many are experiencing significant mechanical or structural failures, and pools of that era do not meet current accessibility standards. Nevertheless, aquatic amenities are regularly among the most highly desired ones in parks, as stated in MPRB's community engagement. Improvements will provide safe, accessible, and efficient wading pools to Minneapolis residents.

Beginning in 2018, larger projects in neighborhood parks that may involve pools and other aquatic facilities have been consolidated into the PRKCP project or, if they have funding greater than $1,000,000, are being given their own projects. We expect PRK03 will phase out after completion of the Fuller Pool.

Project Visuals and Map



Project Cost Breakdown

PRK03

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$893,000	$676,000	$0	$0	$0	$0	$0
Design and Project Management	$220,000	$177,000	$0	$0	$0	$0	$0
General Overhead	$44,000	$36,000	$0	$0	$0	$0	$0
TOTAL	**$1,157,000**	**$889,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK03

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$1,046,000	$789,000	$0	$0	$0	$0	$0
Taxes	$111,000	$100,000	$0	$0	$0	$0	$0
TOTAL	**$1,157,000**	**$889,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure
Is this request a new capital project or an existing project? Fuller Park pool is existing and will be rebuilt in the same location.
If the project is an existing asset, what is the observed remaining life of the asset? The Fuller pool reached the end of its useful life in 2001.

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

MPRB's equity metrics also include an asset condition metric. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. The Fuller pool has a rating of 4, which is very poor, largely because of the lack of accessibility and aging plumbing.

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

Aquatic Facilities (wading pools and splash pads) are expected to last 25 years, under MPRB's equity metric data.

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. In addition, operating costs could increase at Fuller, due to more difficult aquatic facility start-up and operation.

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

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

Service Level

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

MPRB must follow State of Minnesota health requirements in the design and operation of aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will

govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

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

2. Fuller pool is beyond its useful life and is in danger of failure.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

No

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

No

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

Not a right of way project.

Operations and Maintenance

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

This request will reduce operating costs at the pool.

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

Year that Operating Incr/(Decr) will take effect? 2026

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

Older aquatic facilities tend to be difficult and expensive to maintain. They require inspections more frequently and often need regular water top-off and equipment repairs. Aquatic facility replacement actually decreases maintenance costs for that particular wading pool or splash pad. However, cost savings across the system are not typically felt because other pools are aging just as new ones come on line.

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

Not applicable

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

None

Project Coordination

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

No bonding was requested specifically for pools from 2017 through 2022, and all other bonded projects are complete.

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

Project scoping, including community engagement, typically initiates early in the funding year and continues for 6 to 8 months. Construction most likely takes place during the following year, with the pool re-opening the following spring after a year of being out of commission. Overall, a typical wading pool or other aquatic project can take a little over two years from project initiation until the facility opens to the public, due in part to the robust community engagement process to design the playground.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Tangletown:
-- 82.2% White
-- 8.2% Black/African-American alone
-- 7.0% foreign born residents

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

Tangletown has a very high percentage of White residents compared to the city as a whole. Many demographic data categories are "suppressed," presumably due to numbers too low to allow anonymity in the data, which reinforces the homogeneity of the neighborhood. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. See the Analysis section below.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for these parks, which will be implemented incrementally over time, including through this request.

Analysis

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

The inclusion of the Fuller wading pool predates MPRB's equity metrics and is therefore somewhat problematic in terms of equity, with its park ranking of #72 otherwise resting outside MPRB's current priority parks. MPRB has made a practice of not removing projects from its CIP. However, the Fuller pool has been regularly delayed in order to complete or focus on other projects when necessary. Therefore, while this project does not specifically accomplish MPRB's equity goals, MPRB has also prioritized other projects above it, even in the face of potential facility failure.

Additional Information

Last year MPRB requested funding for Holmes Park in the 2023 year, due to what was believed to be a critical and total infrastructure failure. Further investigation has shown that the Holmes pool can and will be repaired with MPRB levy funds and that a Net Debt Bonds allocation is no longer necessary. Though it is difficult to reflect that change in this budget request (the modification will take place in MPRB and City budgets with public amendments), MPRB wants reviewers to know how we are responding to periodically changing realities on the ground.

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City of Minneapolis

PRK04 - Athletic Fields - Site Improvement Program

Project Details:

Project Start Date: January 1, 2026
Estimated Project Completion Date: December 31, 2028
Ongoing Program: Y
Current Phase: Design
Level of Need: Significant
Department Priority: 16 of 26

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

Project Location:

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

Project Description

Athletic Field improvements may include soil amendments, re-grading, re-seeding, irrigation, lighting, re-alignment of fields to improve drainage and reduce multiple uses, amenities for players and spectators, parking and other site improvements. Safety fencing, accessibility accommodations, and shade structures will also be installed where necessary. New systems to provide for reinforced turf to increase the amount of play that can occur on a field and to maximize the benefits of captured storm water for irrigation will be explored.

The only activity in this project includes the rehabilitation of the Lake Nokomis Athletic Fields--a neighborhood portion of Nokomis-Hiawatha Regional Park--with a single request of $1,410,000 in a combination of Net Debt Bonds and Capital Levy in 2026.

Purpose and Justification

Already at a premium in Minneapolis – field availability is far outstripped by demand — athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or businesses, youth and adult athletic teams depend on MPRB fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields to make them more durable, more able to meet the demands of almost continuous programming needs, and having less need to be reseeded or rehabilitated regularly will enhance the delivery of recreational services to the residents of Minneapolis.

Beginning in 2018, most larger projects in neighborhood parks that may involve athletic fields are being consolidated into the PRKCP project or, if they have funding greater than $1,000,000, are being given their own projects.

Project Visuals and Map



Project Cost Breakdown

PRK04

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$1,072,000	$0	$0	$0
Design and Project Management	$0	$0	$0	$282,000	$0	$0	$0
General Overhead	$0	$0	$0	$56,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$1,410,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK04

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$1,085,000	$0	$0	$0
Taxes	$0	$0	$0	$325,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$1,410,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

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

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

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

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

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

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

The Americans with Disabilities Act (ADA) governs all park improvements. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects. In addition, various standard field and diamond sports layouts will be met as part of this project.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is

"complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. All existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

No

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

Sidewalks and trails may be included in the project scope.

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

Not a right of way project.

Operations and Maintenance

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

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

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

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

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

Not applicable.

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

Not applicable

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

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

Project Coordination

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

The previous year's noted outstanding bonds at Northeast Park phase 2 hav been spent. The field improvements there will open to the public in 2023.

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

Master Planning for the Lake Nokomis athletic fields was completed several years ago as an amendment to the Nokomis-Hiawatha Regional Park Master Plan. The requested 2026 Net Debt Bonds and Capital Levy would fund detailed design and construction that would most likely take place that same year. The fields would likely open in late 2027 or 2028 to allow for turf establishment.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Keewaydin:
-- 88.1% White
-- 2.4% foreign born residents
-- all other data suppressed due likely to low response numbers

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

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

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

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. Lake Nokomis Athletic Fields (as an eligible neighborhood portion of the larger regional park) has a 2022 equity ranking of #49. Parks in this wave tend to have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

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

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City of Minneapolis

PRK38 - Sibley Field Park Implementation

Project Details:

Project Start Date: January 1, 2027
Estimated Project Completion Date: December 31, 2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 18 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $785,000

Project Location:

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

Project Description

This project will implement a variety of recreational improvements at Sibley Park in south Minneapolis. The requested funding in 2027 and 2028 is for a single phase two implementation of the adopted master plan for the park. Phase one will be constructed in the summer and fall of 2023 and includes a replacement of the wading pool and play area. That work was funded by Net Debt Bonds brought into the MPRB CIP prior to the NPP20 agreement. The exact improvements to be implemented in phase two are not currently known. MPRB has created a vision for the park through the South Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase two.

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

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements remaining in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Sibley, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Sibley Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park’s score and resultant ranking determines when a park receives an allocation in MPRB’s CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Sibley Park’s 2022 NPP20 ranking is #63. This ranking coupled with the fact that a master plan is complete justifies advancement of phase two implementation at the park. As noted above, Sibley Park is just seeing a major investment of Net Debt Bonds. Though MPRB does not plan to revisit a park with a second NPP20 investment until all parks have seen a phase one improvement, Sibley’s earlier investment predated NPP20.

Project Visuals and Map



Proposed Plan: Sibley

Project Cost Breakdown

PRK38

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$612,000	$146,000	$0
Design and Project Management	$0	$0	$0	$0	$160,000	$38,000	$0
General Overhead	$0	$0	$0	$0	$32,000	$8,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$804,000**	**$192,000**	**$0**

Submitting Agency Funding Request

PRK38

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$530,000	$192,000	$0
Taxes	$0	$0	$0	$0	$274,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$804,000**	**$192,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Sibley Park has a score of 1.5 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates Sibley's assets have a wide variety of end-of-life dates. The courts are within lifespan, while the play areas and recreation center have reached expiration dates recently, and the athletic fields and wading pool are well outside of lifespan.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Sibley Park has an overall condition score of 3.22. This means that Sibley's assets are all below average in terms of condition.

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

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

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

2. This is based on a lower-than-average asset condition and longevity ratings. Though the earlier phase one project will replace two of the poorer quality facilities, other issues will remain, even as this funding request matures in 2027.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

None

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

No

Transportation

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

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

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

Sidewalks and trails within the park could be included in the project.

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

Not a right-of-way project.

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases

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

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

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

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

Sibley Park received bond funding in 2019 and 2021. Based on community engagement and identified facility need, these funds are being used to reconstruct the play area, wading pool, and main building entry area. This project is well underway, with community engagement having begun in 2021 and continuing into 2022. During design it was discovered that the park sits on extremely poor soils, requiring significant structural underpinning of the new wading pool and additional time to design the structural intervention. Additional funds were also advanced to the phase one project, with a related reduction in the phase two project requested here. The phase one project is currently out for bid and construction is expected to begin in spring of 2023. The bonds for this phase one project will be fully spent by fall of 2023. Current unspent bonds are $785,000.

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

Project scoping, including community engagement, will initiate in 2027, once funding becomes available. The community engagement and design process will likely continue throughout 2027. Construction would likely begin in 2028 and, depending on the complexity of the project, could continue into 2029.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Standish:
-- 75.9% White
-- 21.0% Of Color, including 7.0% Black/African American alone
-- 9.4% Hispanic/Latinx
-- 9.7% foreign born residents

Bancroft:
-- 65.7% White
-- 33.5% Of Color, including 7.3% Black/African-American alone
-- 17.7% Hispanic/Latinx
-- 12.1% foreign born residents

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

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

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

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

Community Engagement

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

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full

Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

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

Analysis

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

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

Additional Information

Due to extremely poor soils and the resultant need to increase structural underpinning beyond what is typical, additional 2023 funding was allocated to Sibley Park in order to complete the phase one project in 2023. Some of this funding was shifted from other projects and some was brought forward from the phase two implementation. Therefore, this year's 2027/2028 request is smaller than what was proposed last year.

PREVIOUSLY PROPOSED:
2027 Net Debt Bonds: $1,486,000
2027 Capital Levy: $374,000
TOTAL: $1,860,000

CURRENTLY PROPOSED:
2027 Net Debt Bonds: $530,000
2027 Capital Levy: $274,000
2028 Net Debt Bonds: $192,000
TOTAL: $996,000

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

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City of Minneapolis

PRK40 - Elliot Park Implementation

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2025
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 4 of 26

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

Project Location:

Address: 1000 East 14th Street
City Sector: Downtown
Affected Neighborhoods: Elliot Park
Affected Wards: 6
Description of Location: Existing park property

Project Description

This project will implement a variety of recreational improvements at Elliot Park in downtown Minneapolis. The requested funding in 2024 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Downtown Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Elliot Park calls for retaining and enhancing the western portion of the park, which is home to a synthetic turf athletic field and skate park, while significantly revising the eastern end. A new winter skating venue and community gardens feature in the master plan, along with re-constructed play areas and a water play area.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Elliot, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Elliot Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Elliot Park's 2022 NPP20 ranking is #58. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Figure 1.29 Elliot Park Proposed Plan

Project Cost Breakdown

PRK40

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	-$138,000	$1,325,000	$0	$0	$0	$0	$0
Design and Project Management	$115,000	$348,000	$0	$0	$0	$0	$0
General Overhead	$23,000	$70,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$1,743,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK40

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$1,493,000	$0	$0	$0	$0	$0
Taxes	$0	$250,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$1,743,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Elliot Park has a score of 0.7 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Elliot's assets reached or will reach the ends of their useful lives between five years ago and five years from now.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Elliot Park has an overall condition score of 2.27 which is a below average condition rating across all park assets. Some assets here are in good condition, namely the athletic field. However, the wading pool and play area are in very poor condition.

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

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

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

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

No

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

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

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

Not a right-of-way project

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

Unknown at this time, dependent on the exact facilities implemented.

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

2026

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

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

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

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

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

Project Coordination

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

Not applicable

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

Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

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

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Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

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Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Elliot Park:
-- 56.9% White
-- 41.4% Of Color, including 27.1% Black/African American alone and 5.7% Asian or Pacific Islander alone
-- 5.0% Hispanic/Latinx
-- 20.4% speak a language other than English
-- 17.1% foreign born residents

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

The Elliot Park neighborhood includes a greater percentage of people of color than the city as a whole, with a particularly high number of Black/African-American residents. These community members, as MPRB understands through knowledge of the park, are primarily recent immigrant families from East Africa, though the percentage of foreign born residents is not extremely high, suggesting the community is moving into a second or third generation of residents of East African descent. In addition to that cultural reality, this area of downtown is seeing significant increases in housing aimed at wealthier white residents. Gentrification is possible here. Since the previous year's data, percentages of BIPOC residents, residents speaking a language other than English, and foreigh born residents have all decreased. While parks by themselves do not cause and cannot stop gentrification and displacement, it will be critical that these park improvements involve and are built for current community members and their families. Community engagement around project priorities and design are even more important here, or BIPOC residents could be disproportionately impacted by continued gentrification and physical and cultural displacement.

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

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

Community Engagement

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

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full

Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

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

Analysis

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

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

Additional Information

Previously MPRB requested funding in 2023 and 2024 but has consolidated funding into 2024 alone in order to balance the MPRB CIP. The total funding amount of $1,743,000 has not changed.

In addition to this request, MPRB plans to spend a total of $390,000 in 2024 in Neighborhood Capital Levy. Though not bond funded, this allocation is included under PRK02. This work is part of MPRB's playground rehabilitation program, which targets investments based on equipment longevity and overall quality. MPRB expects to engage once for all the Elliot Park funds under PRK40 and PRK02, and then construct the projects together to limit disruption to the public (see a more detailed description of "play area rehab realignment" under the narrative for PRK02).

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City of Minneapolis

PRK41 - East Phillips Park Implementation

Project Details:

Project Start Date: January 1, 2022
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 12 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $445,000

Project Location:

Address: 2307 S 17th Ave.
City Sector: South
Affected Neighborhoods: East Phillips
Affected Wards: 9
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at East Phillips Park in south Minneapolis. Funding is requested in two separate years: 2022 (not included in this request but considered in prior years) and 2025. Approximately 40% of the 2022 funding will be used to create a community-driven vision plan for the park, with the remainder of that year's funding and the entirety of the 2025 funding used to implement improvements called for in that master plan.

The South Service Area Master Plan (SSAMP), adopted by the Board of Commissioners in 2016, did include East Phillips and did produce initial concepts for the park. However, it was the community's recommendation to not include a master plan for the park because the existing facilities were still so new. East Phillips was considered a "special case" park in the SSAMP. Specifically, the SSAMP says: "a full master plan for the park will be performed at which time the first major asset in the park needs replacement.... Normally, such a replacement would be done in the same location and at the same general size. At East Phillips, however, replacement of that asset will trigger a community engaged master plan to create a new vision for the entire park. That plan will then be amended into the SSAMP." The 2022 funds for East Phillips ae the first major investment in the park since the SSAMP, therefore it is time to create a plan for the park.

Purpose and Justification

East Phillips Master Plan and phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP.

East Phillips Park's 2022 NPP20 ranking is #5. This high ranking initially placed funding into the CIP for 2022. Because the South Service Area Master Plan includes special direction for this park, that funding was always envisioned as paying for both a master plan and initial improvements.

Project Visuals and Map

EAST PHILLIPS



ABOUT

East Phillips Park is considered a "special case" in the SSAMP process. No park plan has yet been created for this park. Because this park recently underwent a master planning process that concluded in 2010 with implementation of many facilities in the park, it was considered by the community to be too soon to master plan it again.

Therefore, no master plan is included in the SSAMP. Instead, a full master plan for the park will be performed at which time the first major asset in the park needs replacement. This is expected to be the artificial turf soccer fields around 2020. Normally, such a replacement would be done in the same location and at the same general size. At East Phillips, however, replacement of that asset will trigger a community-engaged master plan to create a new vision for the entire park. That plan will then be amended into the SSAMP (see Chapter 6: Amending this Plan). The implementation checklist therefore includes only planning and land use related items—no physical construction.

LOCATION AND HISTORY

East Phillips Park is an active park in the neighborhood that shares its name. It sits adjacent to Highway 55/ Hiawatha Avenue and is bounded by 22nd Street, 17th Avenue, and 24th Street. The Phillips name (for both neighborhood and park) comes from the Phillips School, which was in turn named for abolitionist orator Wendell Phillips.

The park was acquired from the Minneapolis Community Development Agency (MCDA) in 1977, making it a relatively recent acquisition in the Minneapolis park system. The land became available after the MCDA decided not to develop the site for housing. Development of the park began in 1978 with construction of playing fields, playgrounds, and a wading pool, as well as general landscaping. A shelter was built in the park in 1979. Additional improvements continued into 1981 with the construction of tennis courts and additional paths.

At the time the land was acquired the Police Athletic Council used a concrete block building on the site. The park board leased that building to the American Indian Movement when MPRB acquired the land. In 2006 the building was demolished due to structural deterioration.

In 2007, the state legislature approved funds for a new community center in the park. Ground was broken for the new center in late 2009 and the center was substantially completed in 2010. The 14,000-square foot center includes a gym, teen center, computer room, kitchen, and multi-purpose rooms. Also in 2010 artificial turf soccer fields and a premier baseball diamond were built. The outdoor hard courts were resurfaced in 2011. The major overhaul of the park met several underground issues, namely contaminated soil, which was piled up and capped in the northwestern corner of the park, and a major gas line, which runs under the center of the park and governed the location of the building.

Project Cost Breakdown

PRK41

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$907,000	$0	$0	$0	$0
Design and Project Management	$0	$0	$238,000	$0	$0	$0	$0
General Overhead	$0	$0	$48,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$1,193,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK41

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$1,093,000	$0	$0	$0	$0
Taxes	$0	$0	$100,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$1,193,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that East Phillips Park has a score of 1.3 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of East Phillips's assets reached or will reach the ends of their useful lives between five years ago and five years from now. The artificial turf soccer fields are still well within lifespan, but the wading pool and some courts are well beyond.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. East Phillips Park has an overall condition score of 2.6 which is, again, an average condition rating across all park assets. At East Phillips, the fields and the building itself, both relatively new investments, have the highest condition ratings. The play areas and most courts are in very poor condition.

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this

project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

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

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

2. This is based on a lower-than-average asset condition rating, along with the need to develop and implement a community-driven master plan. Many existing facilities in the park are functional but low quality, and it is unknown whether the park meets the long-term recreational needs of the whole community.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

No

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

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

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

This is not a right-of-way project.

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

Year that Operating Incr/(Decr) will take effect? 2027

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

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

MPRB has initiated the park planning effort and is beginning community engagement in early 2023. This effort is funded by a 2022 Net Debt Bonds allocation. The planning process will expend some of the funds by the end of 2023 and initial implementation of park elements will complete the expenditure in early 2024. Currently $445,000 remains in unspent bonds.

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

The master plan, including community engagement, initiated in early 2023 and will likely conclude in the same year. This will be followed quickly by construction project scoping. Schematic and final design will take place in 2024, with construction initiating possibly in late 2024. The larger of the two construction projects will begin in 2025 with community engagement around project prioritization, scoping, and design. Construction will likely begin in 2026 and possibly continue (depending on the complexity of the project) through 2027. Due to the short window between the two construction projects, MPRB will consider which elements will be built in 2024 and which in 2026, to ensure the same area of the park is not disturbed twice in rapid succession.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

East Phillips:
-- 19.9% White
-- 76.6% Of Color, including 24.4% Black/African-American alone and 11.8% American Indian and Alaska Native alone
-- 39.4% Hispanic/Latinx
-- 56.0% speak a language other than English
-- 26.9% foreign born residents

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

The East Phillips neighborhood has some of the highest percentages of people of color and particularly American Indian people in the entire state. Hispanic/Latinx, foreign born, and speakers of a language other than English are also extremely high compared to city averages. BIPOC residents will therefore benefit significantly from these park improvements.

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

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

Community Engagement

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

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Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

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

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

Additional Information

In addition to this request, $425,000 is requested in 2025 under PRK02. This work is part of MPRB's playground rehabilitation program, which targets investments based on equipment longevity and overall quality. It is expected that the total 2025 funding under PRK41 and PRK02 will be considered a single project for administrative, community engagement, and construction purposes. (See PRK02 for more detail on play area rehabilitation realignment.)

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City of Minneapolis

PRK42 - Farview Park Implementation

Project Details:

Project Start Date: January 1, 2023
Estimated Project Completion Date: December 31, 2024
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 5 of 26

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

Project Location:

Address: 621 N 29th Ave.
City Sector: North
Affected Neighborhoods: Hawthorne
Affected Wards: 5
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Farview Park in north Minneapolis. The requested funding in 2023 and 2024 is for a single phase two implementation of the adopted master plan for the park (a recently completed playground project was phase one). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Farview Park does not call for significant change in the park, mainly because its primary features--a tall hill for which the park is named, and a large synthetic turf athletic field--are well loved. Many existing facilities will be enhanced, including basketball courts, play area, wading pool, outdoor gathering spaces, and multi-use field. New pathways will connect the whole park, even providing an accessible route to the top of the hill, so all can enjoy that exceptional view.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase three. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Farview, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Farview Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Farview Park's 2022 NPP20 ranking is #18. This high ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



PROPOSED PLAN: FARVIEW PARK

Project Cost Breakdown

PRK42

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$186,000	$896,000	$0	$0	$0	$0	$0
Design and Project Management	$138,000	$235,000	$0	$0	$0	$0	$0
General Overhead	$28,000	$47,000	$0	$0	$0	$0	$0
TOTAL	**$352,000**	**$1,178,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK42

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$252,000	$1,078,000	$0	$0	$0	$0	$0
Taxes	$100,000	$100,000	$0	$0	$0	$0	$0
TOTAL	**$352,000**	**$1,178,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Farview Park has a score of 0.6 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that some of Farview's assets reached or will reach the ends of their useful lives between five years ago and five years from now, while others are well within their useful lives. Recent improvements to the play area, wading pool, and recreation building are driving this score.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Farview Park has an overall condition score of 2.43 which is, again, an average condition rating across all park assets. This is not a low score, and suggests that many of Farview's assets are avobe average in condition. This is attributable to the recent rehabilitation work on the building and play area.

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this

project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. Farview Park has an overall mix of newly rehabilitated assets and poor quality assets. In addition, new assets envisioned in the master plan have yet to be implemented, so there is great opportunity to expand recreational service in this park.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

Metro Transit route 22 runs on Lyndale Avenue, with three different stops immediately adjacent to Farview Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility at the transit stops.

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

The City of Minneapolis's 26th Avenue trail runs along the southern edge of the park partially on park land. The master plan envisions a community orchard at this end of the park, along with opportunities for seating and resting.

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

Not a right-of-way project

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

Year that Operating Incr/(Decr) will take effect? 2025

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

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

Not applicable

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

Project scoping, including community engagement, is initiating now, in 2023. The community engagement and design process will likely continue throughout 2023. Construction would likely begin in 2024 and, depending on the complexity of the project, could continue into 2025.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Hawthorne:
-- 18.2% White
-- 79.0% Of Color, including 46.6% Black/African-American alone and 16.6% Asian or Pacific Islander alone
-- 8.2% Hispanic/Latinx
-- 44.6% speak a language other than English
-- 27.0% foreign born residents

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

The Hawthorne neighborhood has some of the highest percentages of people of color in the entire state. Community members are primarily Black/African-American and Asian/Pacific Islander. Farview Park is one of the large parks sitting in the core of the Black northside. This demographic reality is the result of centuries of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Farview seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will benefit significantly from these park improvements.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

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

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

Additional Information

In order to balance the MPRB CIP, some funding has been shifted from 2023 to 2024, putting a larger proportion of the project's funding in that later year. It is unlikely this will cause a project delay, because $252,000 was retained in 2023 to initiate design consulting and community engagement. The overall project total of $1,430,000 has not changed.

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City of Minneapolis

PRK43 - Audubon Park Implementation

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2025
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 6 of 26

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

Project Location:

Address: 1320 29th Ave. NE
City Sector: East
Affected Neighborhoods: Audubon Park
Affected Wards: 1
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Audubon Park in northeast Minneapolis. The requested funding in 2024 and 2025 is for a single phase two implementation of the adopted master plan for the park (phase one will be the playground, with funding having been requested in 2022). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Audubon Park preserves the wooded areas of the park while activating them with new uses like a dog park, disc golf course, and nature play circuit. Courts are expanded and enhanced and the ball diamond is converted into a multi-use field. The play and aquatics areas would see the most change, with the pool rebuilt to improve accessibility, the addition of a splash pad area and plaza gathering space, and a new universal playground. In all, Audubon would become a center of inclusive play in the city.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Audubon, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Audubon Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Audubon Park's 2022 NPP20 ranking is #40. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Cost Breakdown

PRK43

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$1,026,000	$284,000	$0	$0	$0	$0
Design and Project Management	$0	$270,000	$74,000	$0	$0	$0	$0
General Overhead	$0	$54,000	$15,000	$0	$0	$0	$0
TOTAL	**$0**	**$1,350,000**	**$373,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK43

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$1,350,000	$273,000	$0	$0	$0	$0
Taxes	$0	$0	$100,000	$0	$0	$0	$0
TOTAL	**$0**	**$1,350,000**	**$373,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Audubon Park has a score of 1.4 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. About half of Audubon's major assets (athletic fields, wading pool and playground) are beyond or nearing the end of their useful lives, while others (recreation center and courts) were recently renovated or are in good condition.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Audubon Park has an overall condition score of 3.36 which is, again, an average condition rating across all park assets. This rating indicates that Audubon's facilities are well below average as a whole, in terms of quality.

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

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

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

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

No

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

Sidewalks and curb ramps could be part of the project scope.

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

Not a right-of-way project

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

Year that Operating Incr/(Decr) will take effect? 2026

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

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

Not applicable

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

Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Audubon Park:
-- 70.0% White
-- 27.4% Of Color
-- 7.1% Hispanic/Latinx
-- 11.8% foreign born residents

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

The Audubon Park neighborhood has a higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents and those who primarily speak a language other than English. Of note is the fact that since the previous year, the neighborhood has seen increases in percentages of BIPOC residents and foreign born residents. It is possible that the neighborhood is beginning to become accessible and desirable to recent immigrant families and families of color. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods, though it could also benefit incoming families who are not White.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

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

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

Additional Information

To balance MPRB's CIP, $100,00 in Capital Levy has been shifted from 2024 to 2025, compared to the previous year's request. Neither the total project funding amount nor the Net Debt Bonds portion of the request have changed.

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City of Minneapolis

PRK44 - Bottineau Park Implementation

Project Details:

Project Start Date: January 1, 2025
Estimated Project Completion Date: December 31, 2027
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 13 of 26

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

Project Location:

Address: 2000 Second St. NE
City Sector: East
Affected Neighborhoods: Bottineau
Affected Wards: 3
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Bottineau Park in northeast Minneapolis. The requested funding in 2025 and 2026 is for a single phase two implementation of the adopted master plan for the park (phase one will be replacement of the playground, a project just getting underway). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Bottineau Park preserves the emphasis on sports at the park, while also upgrading the existing skate park to a higher quality amenity. Parking is relocated to allow for a more welcoming entrance to the park and create more space for recreation.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Bottineau, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Bottineau Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Bottineau Park's 2022 NPP20 ranking is #68. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Cost Breakdown

PRK44

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$56,000	$1,332,000	$0	$0	$0
Design and Project Management	$0	$0	$15,000	$350,000	$0	$0	$0
General Overhead	$0	$0	$3,000	$70,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$74,000**	**$1,752,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK44

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$74,000	$1,652,000	$0	$0	$0
Taxes	$0	$0	$0	$100,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$74,000**	**$1,752,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Bottineau Park has a score of 0.9 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Bottineau's assets reached or will reach the ends of their useful lives between five years ago and five years from now. Exceptions include the recreation center, which was built in 2001 and is well within its useful life, and the wading pool, which was built in 1977 and is well beyond its useful life.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Bottineau Park has an overall condition score of 2.38 which is, again, an average condition rating across all park assets. This is about average for parks, and does indicate that most of Bottineau's facilities are in average condition (as opposed to some being excellent and some poor, like on some parks with a similar score).

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

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

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings, and the fact that the master plan does not call for significant change in the park. The facilities are serving people generally well, but could use upgrades across the board.

Partnerships

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

No

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

Not applicable

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

None

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

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

Bus Route #11 runs on NE 2nd Street right past the park. The master plan calls for a new transit plaza to create better interconnection between the park and transit.

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

Sidewalks and park trails may be included in the project. The project may include the new transit plaza, in partnership with MetroTransit.

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

Not a right-of-way project

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

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

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

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

Not applicable

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

Project scoping, including community engagement, will initiate in 2023 in coordination with a playground project in the park that has earlier funding. This will set the table early for this larger construction project to take place in the primary funding year of 2026. Depending on the complexity of the project, construction could continue into 2027.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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

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Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Bottineau:
-- 64.1% White
-- 34.4% Of Color, including 25.4% Black/African-American alone
-- 16.4% foreign born residents

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

The Bottineau neighborhood mirrors the City of Minneapolis demographics very closely, except that community members who are Black/African-American constitute a higher percentage of the BIPOC population. In addition, percentages of foreign born community members and those who speak a language other than English are also higher than the city average. This confirms what MPRB staff see on the ground at this park, which is high use by families of East African heritage. As the park is reconstructed, MPRB will need to pay particular attention to the needs and desires of this group, so they can feel welcome in the park and served by its programs and facilities. If that is accomplished, BIPOC residents will be significantly benefitted by these park improvements.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

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

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

Additional Information

In addition to this project, Bottineau Park appeared in PRK02 with a playground rehabilitation project, funded in 2020. This project is just now initiating and appears in unspent bonds under project PRK02. The master plan calls for the playground to exist in a similar location, so that project can be executed as stand alone work prior to initiation of the major work under PRK44 in 2025. However, MPRB will utilize its community engagement during the playground project to also discuss this larger project to be implemented in 2026.

The current request differs from last year's, due to the need to delay some projects in the MPRB CIP to accommodate other critical needs. Delays within the CIP are determined by a park's equity metrics. When projects are delayed, an escalation factor is added.

PREVIOUS PROJECT REQUEST
2025 Net Debt Bonds: $931,000
2025 Capital Levy: $100,000
2026 Net Debt Bonds: $713,000
TOTAL: $1,744,000

CURRENT PROJECT REQUEST
2025 Net Debt Bonds: $74,000
2026 Net Debt Bonds: $1,652,000
2026 Capital Levy: $100,000
TOTAL: $1,826,000

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City of Minneapolis

PRK45 - Logan Park Implementation

Project Details:

Project Start Date: January 1, 2025
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 14 of 26

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

Project Location:

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

Project Description

This project will implement a variety of recreational improvements at Logan Park in northeast Minneapolis. The requested funding in 2025 and 2026 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

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

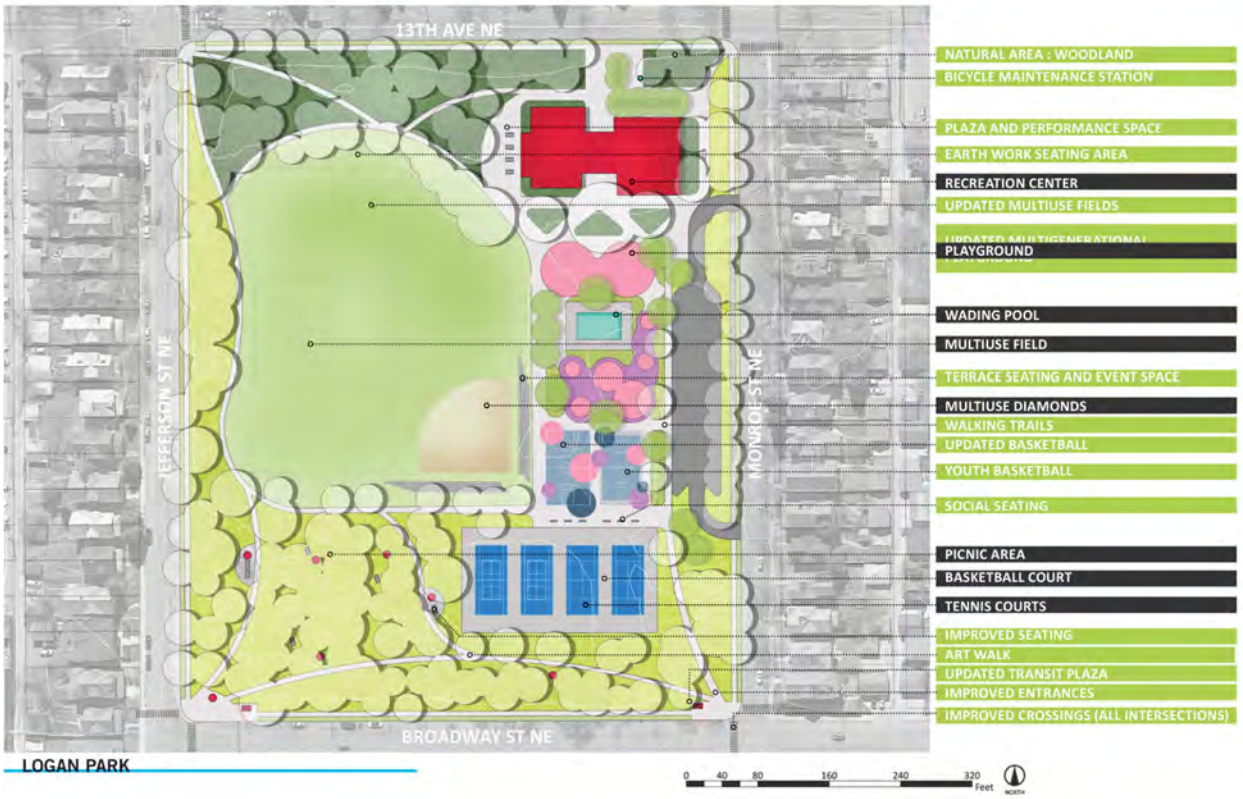
MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Logan, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Logan Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Logan Park's 2022 NPP20 ranking is #50. This equity ranking justified inclusion of Logan Park in MPRB's CIP and in this capital budget request.

Project Visuals and Map



Project Cost Breakdown

PRK45

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$513,000	$806,000	$0	$0	$0
Design and Project Management	$0	$0	$135,000	$212,000	$0	$0	$0
General Overhead	$0	$0	$27,000	$42,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$675,000**	**$1,060,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK45

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$675,000	$860,000	$0	$0	$0
Taxes	$0	$0	$0	$200,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$675,000**	**$1,060,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

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

MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Logan Park has a score of 0.5 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Logan's assets reached or will reach the ends of their useful lives between five years ago and five years from now.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Logan Park has an overall condition score of 2.43 which is, again, an average condition rating across all park assets. In this context, it is important to note that Logan Park's wading pool was recently reconstructed and the recreation center building was upgraded. The remaining facilities in the park would show an average asset condition score of more than 3.

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

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

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

At Logan Park, because the wading pool was recently updated and the playground is included in PRK02 (as a simultaneous project, see below), these facilities are likely not to be implemented under this request. Instead, other master plan elements without strict standards will be improved. MPRB will utilize recreational design standards and community engagement to ensure high quality and functional facilities.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

None

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

No

Transportation

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

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

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

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

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

Project does not occur in right-of-way

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

Year that Operating Incr/(Decr) will take effect? 2027

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

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

Not applicable

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

Project scoping, including community engagement, will initiate in 2025, once funding becomes available. The community engagement and design process will likely continue throughout 2025. Construction would likely begin in 2026 and, depending on the complexity of the project, could continue into 2027.

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

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

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Logan Park:
-- 61.6% White
-- 37.5% Of Color

St. Anthony East:
-- 61.4% White
-- 37.2% Of Color, including 18% Black/African-American alone
-- 20.5% foreign born residents

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

Both neighborhoods mirror the City of Minneapolis demographics very closely, though St. Anthony's demographics have changed significantly since the previous year, with the White population percentage dropping dramatically and the BIPOC population (especially Black/African-American) increasing in turn. In both neighborhoods, numbers of foreign born residents are higher than the city as a whole. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

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

Additional Information

In addition to this project, Logan Park appears in PRK02 with a playground rehabilitation project in 2026 in the amount of $450,000. It is expected that the total 2025/2026 funding under PRK45 and PRK02 will be considered a single project for administrative, community engagement, and construction purposes.

A minor change from last year's request was necessary to balance MPRB's CIP. $100,000 of the 2025 Net Debt Bond request has been shifted to 2026. No project delays are expected.

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City of Minneapolis

PRK46 - Lynnhurst Park Implementation

Project Details:

Project Start Date: January 1, 2026
Estimated Project Completion Date: December 31, 2028
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 17 of 26

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

Project Location:

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

Project Description

This project will implement a variety of recreational improvements at Lynnhurst Park in southwest Minneapolis. The requested funding in 2026 and 2027 is for a single phase two implementation of the adopted master plan for the park (phase one is a playground renovation under PRK02 that has yet to initiate). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through two simultaneous projects, the Southwest Service Area Master Plan and the Minnehaha Creek Master Plan, which were adopted with consistent visions for this neighborhood park and its relationship with the nearby regional trail.

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

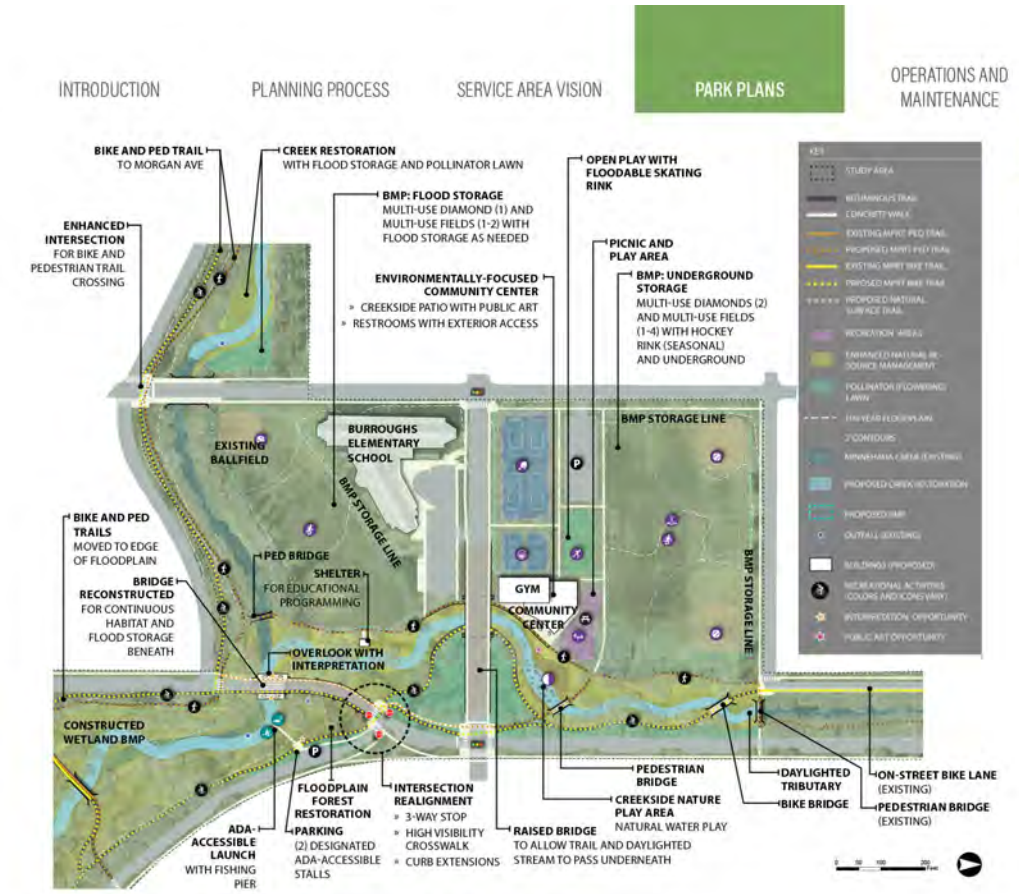
Between now and 2026, MPRB will work with the community and agency partners to plan for the implementation of a portion or all of this vision, bringing this requested funding forward along with likely outside funding. Due to the complexity and scale of this project, it is unknown at this time exactly which facilities will be constructed in 2027.

Purpose and Justification

Lynnhurst Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Lynnhurst Park's 2022 NPP20 ranking is #51. This ranking coupled with the fact that a master plan is complete justifies advancement of phase two implementation at the park.

Project Visuals and Map



LYNNHURST PARK - PROPOSED PLAN

NOTE

This plan is identical to what appears in the Minnehaha Parkway Regional Trail Master Plan.

Project Cost Breakdown

PRK46

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$1,372,000	$379,000	$0	$0
Design and Project Management	$0	$0	$0	$361,000	$100,000	$0	$0
General Overhead	$0	$0	$0	$72,000	$20,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$1,805,000**	**$499,000**	**$0**	**$0**

Submitting Agency Funding Request

PRK46

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$1,445,000	$399,000	$0	$0
Taxes	$0	$0	$0	$360,000	$100,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$1,805,000**	**$499,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Lynnhurst Park has a score of 2.1 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. This is a poor score. At Lynnhurst, about half of the assets are beyond their useful lives, while the other half are nearing expiration.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Lynnhurst Park has an overall condition score of 3.69 which is, again, an average condition rating across all park assets. This is a very poor score, and represents part of the reason Lynnhurst Park rates high on the equity metrics despite not receiving high community-factor scores. The courts (rating 2) and the building (rating 3.5) are the only assets in the park that are not in the lowest scoring category (5).

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this

project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

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

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

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

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

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

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

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

Not a right-of-way project

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

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

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

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

Not applicable

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

Formal project scoping, including community engagement, will initiate in 2026, once funding becomes available--though work will take place in advance to ensure a cohesive and fully funded project. The community engagement and design process will likely continue throughout 2026. Construction would likely begin in 2027 and, due to the complexity of the project, would likely continue into 2029

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

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

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

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Lynnhurst:
-- 87.3% White
-- 1.6% Asian or Pacific islander
-- 3.6% Hispanic/Latinx
-- 4.7% foreign born residents

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

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

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

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

Additional Information

In addition to this project, Lynnhurst Park appeared in PRK02 with a playground rehabilitation project, funded in 2020. This project has not yet initiated and appears in unspent bonds under project PRK02. The master plan calls for major change in the park, including the location of the playground. MPRB is evaluating how and when this PRK02 project can proceed in the context of larger improvements.

In order to balance MPRB's CIP due to other early-year critical needs, a portion of this request has been shifted to the 2027 funding year, in both the Net Debt Bond and Capital Levy categories. No delay is expected and the total project amount of $2,304,000 remains unchanged.

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City of Minneapolis

PRK48 - Beltrami Park Implementation

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 7 of 26

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

Project Location:

Address: 1111 Summer St. NE
City Sector: East
Affected Neighborhoods: Beltrami, Northeast Park
Affected Wards: 3, 1
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Beltrami Park in northeast Minneapolis. The requested funding in 2024 and 2025 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Beltrami Park preserves above all the dense woodland that covers the majority of the park. Facilities like the play area, wading pool, field, basketball courts, and small building would be improved in their current locations. The popular city-wide draw of the bocce courts would be expanded. A new seating/gathering plaza near the building would be added along with a community garden area. A new dog park would be constructed under the trees on the west side of the park.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Beltrami, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Beltrami Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Beltrami Park's 2022 NPP20 ranking is #44. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Cost Breakdown

PRK48

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$440,000	$528,000	$0	$0	$0	$0
Design and Project Management	$0	$115,000	$139,000	$0	$0	$0	$0
General Overhead	$0	$23,000	$28,000	$0	$0	$0	$0
TOTAL	**$0**	**$578,000**	**$695,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK48

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$498,000	$695,000	$0	$0	$0	$0
Taxes	$0	$80,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$578,000**	**$695,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Beltrami Park has a score of 2.5 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Beltrami's assets are beyond their useful lifespans. Only the playground is within its useful life, which ends in 2023.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Beltrami Park has an overall condition score of 2.8 which is a below average score. This is being driven by the generally fair condition of the play area and bocce courts averaged against the very poor condition of fields and wading pool.

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

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

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

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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

No

Transportation

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

Metro Transit route 30 runs on Broadway Avenue and stops immediately adjacent to Beltrami Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

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

Sidewalks could be included in the project scope

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

Not a right-of-way project

Operations and Maintenance

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

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

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

Year that Operating Incr/(Decr) will take effect? 2027

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

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

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

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Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:
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-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Beltrami:
-- 63.0% White
-- 13.6% foreign born residents

Northeast Park:
-- 63.0% White
-- 13.6% foreign born residents

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

No, those are not typos: these two neighborhoods have almost identical demographics. Both also mirror the City of Minneapolis demographics very closely. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

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

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

Community Engagement

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

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Describe the engagement and what have you learned?

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

Analysis

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

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

Additional Information

MPRB has also allocated $50,890 in park dedication funds to implement new park elements as part of this project.

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PRK49 - Cleveland Park Implementation

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 8 of 26

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

Project Location:

Address: 3232 Russell Ave. N
City Sector: North
Affected Neighborhoods: Cleveland, Jordan, Folwell
Affected Wards: 4
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Cleveland Park in north Minneapolis. The requested funding in 2024 is for a single phase two implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and then implemented an initial phase one that included a relocation and reconstruction of part of the playground. Cleveland Park was one of the parks determined to have been initially underfunded in the early days of NPP20 and has been allocated a second project to make up that shortfall.

MPRB will next involve the community in a scoping exercise to determine which of the remaining master plan elements should be constructed in this planned phase two. The master plan for Cleveland Park envisions a fairly significant reorganization of the park, along with a planned expansion of the park boundary to Penn Avenue. This is envisioned to increase safety in the park by creating greater visibility from surrounding streets. The play area would be moved closer to Lucy Laney school and a new multi-court basketball area would take its place. To the west a new amphitheater and skate park will overlook a refurbished multi-use field.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Cleveland, but it could be used for a variety of recreational improvements, based on community input.

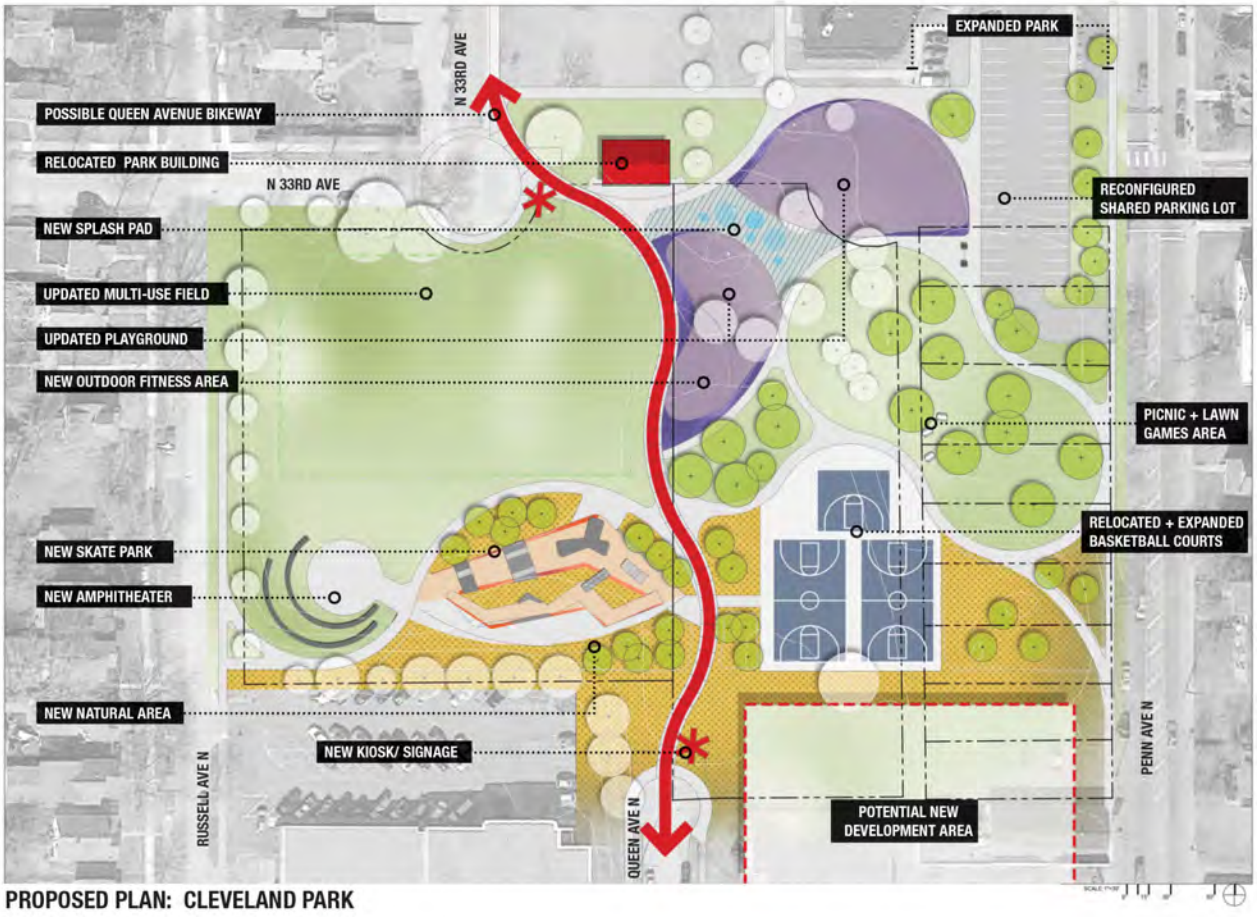
Purpose and Justification

Cleveland Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Cleveland Park's 2022 NPP20 ranking is #61. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

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



PROPOSED PLAN: CLEVELAND PARK

Project Cost Breakdown

PRK49

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$830,000	$0	$0	$0	$0	$0
Design and Project Management	$0	$218,000	$0	$0	$0	$0	$0
General Overhead	$0	$44,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$1,092,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK49

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$992,000	$0	$0	$0	$0	$0
Taxes	$0	$100,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$1,092,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Cleveland Park has a score of 0.9 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. Cleveland Park has a mix of asset longevities, with the recently replaced (2021) portion of the playground and newer wading pool and basketball court within their lifespans and other amenities beyond their useful lives.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Cleveland Park has an overall condition score of 1.88 which is, again, an average condition rating across all park assets. Despite the recent replacement of half of the play area, this score is still average in terms of overall asset condition.

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

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

Investment/Cost of Deferred Maintenance

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

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this

project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

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

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

Service Level

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

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

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

2. This is based on average asset condition and longevity ratings, but largely on the need to implement a community-driven master plan. The existing park does not meet the safety nor the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 32 runs on Lowry Avenue and stops just south of Cleveland Park. Transit connections from the park to Lowry Avenue will be improved as part of the Queen Avenue Bikeway being implemented by the City through the park.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. The Queen Avenue Bikeway, a City of Minneapolis project, pass through Cleveland Park. MPRB has partnered with the City on this effort.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026. Prior to initiating that work, MPRB staff are working with agency and community partners to envision a pathway for the envisioned expansion of the park.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Cleveland:
-- 28.7% White
-- 70.3% Of Color, including 45.5% Black/African American alone and 10.0% Asian or Pacific Islander alone
-- 14.4% Hispanic/Latinx
-- 21.0% foreign born residents

Jordan:
-- 16.9% White
-- 81.4% Of Color, including 41.9% Black/African-American alone and 14.5% Asian or Pacific Islander alone
-- 17.3% Hispanic/Latinx
-- 39.1% speak a language other than English
-- 21.3% foreign born residents

Folwell:
-- 32.9% White
-- 65.8% Of Color, including 35.4% Black/African-American alone and 15.4% Asian or Pacific islander alone
-- 12.4% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All three neighborhoods have very high percentages of people of color, particularly those identifying as Black or African-American. In Jordan especially the percentage of White residents is one of the lowest in the state. This demographic reality is the result of more than a century of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Cleveland seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will therefore benefit significantly from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?
The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

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City of Minneapolis

PRK50 - Shingle Creek Park Implementation

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 9 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 2010 50th Ave. N
City Sector: North
Affected Neighborhoods: Shingle Creek
Affected Wards: 4
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Shingle Creek neighborhood park in north Minneapolis. The requested funding in 2024 and 2025 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

A point of clarification: Minneapolis operates a regional trail facility called Shingle Creek Regional Trail, which stretches from the northern city limit down to Webber Park. Within this regional facility are two of the seven areas city-wide that are designated as neighborhood areas within regional parks. These areas are eligible for NPP20 funding even though they lie within a regional park or trail boundary. This request is for the neighborhood areas west of the creek, also known as Shingle Creek neighborhood park. Creekview Park lies to the east of the creek and surrounds the recreation center of the same name. All these parks were master planned together. However, this request can and will only be used in the western neighborhood area known as Shingle Creek neighborhood park.

The master plan for Shingle Creek neighborhood park envisions limited change. The wading pool, play areas, and restroom building would be improved in their current locations. Basketball would be expanded in the area, and a new nature play zone would be added near the creek. Adult fitness stations would flank both sides of the creek and could be partly implemented with this funding.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be

Purpose and Justification

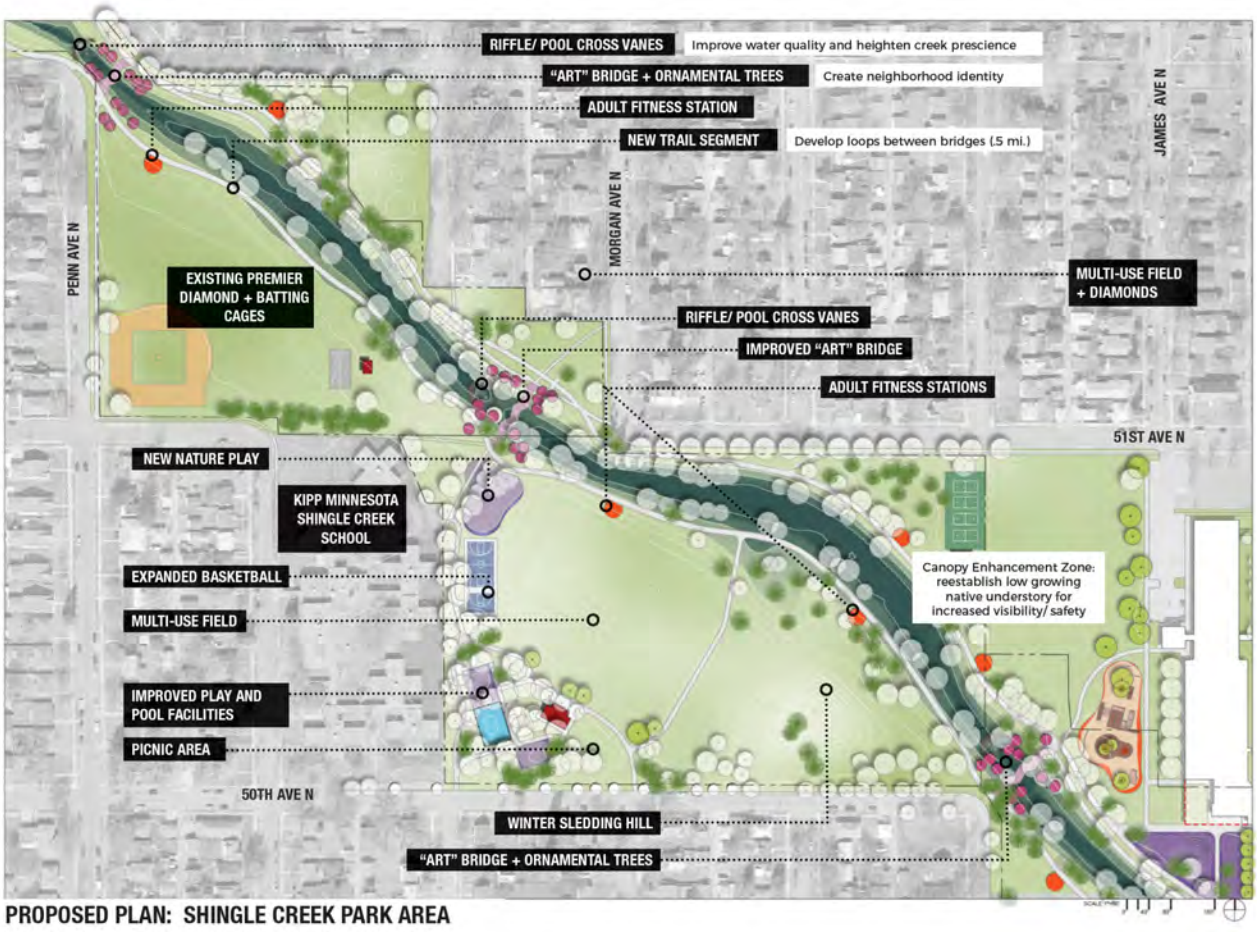
Shingle Creek neighborhood park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

This park's 2022 NPP20 neighborhood park ranking is #38. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

constructed. Requested funding would not move away from Shingle Creek neighborhood park, but it could be used for a variety of recreational improvements, based on community input.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



PROPOSED PLAN: SHINGLE CREEK PARK AREA

Project Cost Breakdown

PRK50

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$480,000	$478,000	$0	$0	$0	$0
Design and Project Management	$0	$126,000	$125,000	$0	$0	$0	$0
General Overhead	$0	$25,000	$25,000	$0	$0	$0	$0
TOTAL	**$0**	**$631,000**	**$628,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK50

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$631,000	$466,000	$0	$0	$0	$0
Taxes	$0	$0	$162,000	$0	$0	$0	$0
TOTAL	**$0**	**$631,000**	**$628,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Shingle Creek Park has a score of 1.9 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Shingle Creek's assets are beyond their useful lives. Only the play area is within lifespan.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Shingle Creek Park has an overall condition score of 3.1 which is a rather low score, indicating poor quality facilities here. Similar to the longevity score, only the play area remains in better than average condition.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on lower-than-average asset condition and longevity ratings, along with the need to implement a community-driven master plan. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit routes 22 and 32 run on North 49th Avenue and Penn Avenue very near the park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks could be implemented as part of the project

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Shingle Creek:
-- 28.6% White
-- 71.4% Of Color, including 21.4% Black/African-American alone and 29.4% Asian or Pacific Islander alone
-- 39.9% speak a language other than English
-- 20.3% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Shingle Creek neighborhood has much higher percentages of people of color than the city as a whole. Numbers of Black/African-American and Asian or Pacific Islander residents are notably high, as are the percentages of those who speak a language other than English at home and foreign born residents. This demographic reality is the result of centuries of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Shingle Creek seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will therefore benefit significantly from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to balance the MPRB CIP, a portion of the previously requested 2024 Net Debt Bonds has been shifted to 2025. There will be no project delay and the total project request of $1,259,000 is unchanged.

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City of Minneapolis

PRK51 - St. Anthony Park Implementation

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 10 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 425 Jefferson St. NE
City Sector: East
Affected Neighborhoods: St. Anthony East, St. Athony West
Affected Wards: 3
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at St. Anthony Park in northeast Minneapolis. The requested funding in 2024 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for St. Anthony Park would preserve the large open space and conical hill for which the park is known. In the more active area of the park, the restroom building and playground would be improved. New multi-sport and basketball courts would activate the space, alongside a new splash pad for water play.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from St. Anthony, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

St. Anthony Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

St. Anthony Park's 2022 NPP20 ranking is #45. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRK51

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$946,000	$0	$0	$0	$0	$0
Design and Project Management	$0	$249,000	$0	$0	$0	$0	$0
General Overhead	$0	$50,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$1,245,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK51

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$1,080,000	$0	$0	$0	$0	$0
Taxes	$0	$165,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$1,245,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that St. Anthony Park has a score of 1.4 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that all of St. Anthony's assets reached or will reach the ends of their useful lives between five years ago and five years from now.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. St. Anthony Park has an overall condition score of 2.9 which is, again, an average condition rating across all park assets. This middle-of-the-field score is referencing in this case that some assets are above in average condition and some are below.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and lifespan ratings, along with the fact that the community-driven master plan does not envision significant change in the park. Many existing facilities in the park are functional but low quality, but the community is generally happy with what is offered in the park.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 17 runs about two blocks east of the park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks could be included in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026.

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Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

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Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

St. Anthony East:
-- 61.4% White
-- 37.2% Of Color, including 18% Black/African-American alone
-- 20.5% foreign born residents

St. Anthony West:
-- 74.0% White
-- 24.4% Of Color, including 5.7% Asian or Pacific Islander alone
-- 11.5% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods have a higher percentage of White residents than the city as a whole, though St. Anthony East is only very slightly so and has seen that percentage decrease significantly since the previous year. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already. St. Anthony's ranking suggests that there are other parks in much better condition and with even less community need.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In addition to this request, MPRB has allocated $31,362 in park dedication funds to support new elements of the master plan to be implemented as part of this project.

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City of Minneapolis

PRK52 - Stewart Field Park Implementation

Project Details:

Project Start Date: January 1, 2025
Estimated Project Completion Date: December 31, 2027
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 15 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 2700 S 12th Ave.
City Sector: South
Affected Neighborhoods: Midtown Phillips
Affected Wards: 9
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Stewart Park in south Minneapolis. The requested funding in 2025 is for a single phase two implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the South Service Area Master Plan, then completed phase one improvements mostly aimed at creating more useable field space and enhancing the existing artificial turf field with seating and protective fencing. MPRB will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase two. The master plan for Stewart Park envisions enhancements all around but extremely limited change. Existing facilities like the soccer field, play area, and wading pool are very popular. An existing baseball diamond is very high quality.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Stewart, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Stewart Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Stewart Park's 2022 NPP20 ranking is #3. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Proposed Plan: Stewart

Project Cost Breakdown

PRK52

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$1,028,000	$0	$0	$0	$0
Design and Project Management	$0	$0	$271,000	$0	$0	$0	$0
General Overhead	$0	$0	$54,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$1,353,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PRK52

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$1,200,000	$0	$0	$0	$0
Taxes	$0	$0	$153,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$1,353,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Stewart Park has a score of 1.0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that all of Stewart's assets reached or will reach the ends of their useful lives between five years ago and five years from now. MPRB recently implemented a new multi-use athletic field here, which does not yet show up in the equity metrics but would certainly be within its expected lifespan and would therefore modify the above average slightly.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Stewart Park has an overall condition score of 3.20 which is a lower than average score. All the outdoor facilities at Stewart are in average condition, but the older building in is poor codition and lowers the average considerably.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this

project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based primarily on a lower-than-average asset condition rating.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 27 runs on the one-way pairs of 26th and 28th Streets, with stops adjacent to the park and one block away. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks and curb ramps could be icluded in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2025, once funding becomes available. The community engagement and design process will likely continue throughout 2025. Construction would likely begin in 2026 and, depending on the complexity of the project, could continue into 2027.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Midtown Phillips:
-- 26.2% White
-- 71.0% Of Color, including 44.8% Black/African-American alone
-- 21.1% Hispanic/Latinx
-- 57.2% speak a language other than English
-- 33.5% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Midtown Phillips neighborhood has very high percentages of people of color compared to city and statewide data. Most notably, the percentage of residents identifying as Hispanic/Latinx, those who speak a language other than English, and foreign-born residents are more than twice the percentage of the city as a whole. As the park is reconstructed, MPRB will need to pay particular attention to the needs and desires of speakers of other languages, Hispanic/Latinx people, as well as the east African community members who regularly use the park. The recent phase one implementation already created inroads through bilingual engagement and pop-up opportunities in the park. This work must continue. All these community members must be made to feel welcome in the planning process and in the park and be served by MPRB's programs and facilities. If that is accomplished, BIPOC residents will significantly benefit from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In addition to this project, Stewart Park appears in PRK02 with a playground rehabilitation project in 2023 in the amount of $355,000. Because of the recent improvement work at Stewart and then improvements slated in both 2023 and 2025, MPRB staff are still determining the least disruptive, most efficient way to implement these forthcoming projects.

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City of Minneapolis

PRK53 - Loring Park Implementation

Project Details:

Project Start Date: January 1, 2027
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 19 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 1382 Willow St.
City Sector: Downtown
Affected Neighborhoods: Loring Park
Affected Wards: 7
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Loring Park in downtown Minneapolis. The requested funding in 2027 is for a single phase two implementation of the adopted master plan for the park. Phase one was a recent reconstruction of the play area and tennis courts and new pickleball courts. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Downtown Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the remaining master plan elements should be constructed in this planned phase two. The master plan for Loring Park preserves the pastoral, heavily treed character of the park, but envisions new improvements, a reorganization of various view plazas and gathering spaces, and reinvigorated entry experiences.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Loring, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Loring Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Loring Park's 2022 NPP20 ranking is #74. Loring entered the CIP last year when ranked at #51. It is MPRB practice to not remove projects from the CIP once they enter it. The drop in ranking can be attributed to recent improvements to courts and the playground in the park, though this is a large park and more work is necessary.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Figure 1.41 Loring Park Proposed Plan

Project Cost Breakdown

PRK53

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$1,414,000	$0	$0
Design and Project Management	$0	$0	$0	$0	$372,000	$0	$0
General Overhead	$0	$0	$0	$0	$74,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**

Submitting Agency Funding Request

PRK53

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$1,625,000	$0	$0
Taxes	$0	$0	$0	$0	$235,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Loring Park has a score of 1.5 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. In Loring, this score indicates that some assets are beyond their useful lives (wading pool) and half are well within their lifespans (the recently reconstructed play area, basketball court, and building).

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Loring Park has an overall condition score of 1.6 which is a fairly good score and recognizes recent improvements in the park.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings, and the fact that the master plan does not envision significant change in the park.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 25 flanks the entire southern end of the park, with multiple stops. In addition, high-use routes 4 and 6 on Hennepin/Lyndale stop at the southwestern corner of the park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks and curb ramps involving transit and trail connections could be part of the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2027, once funding becomes available. The community engagement and design process will likely continue throughout 2027. Construction would likely begin in 2028 and, depending on the complexity of the project, could continue into 2029

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Loring Park:
-- 72.0% White
-- 24.5% Of Color, including 10./9% Black/African American alone and 4.7% Asian or Pacific Islander
-- 5.3% Hispanic/Latinx
-- 16.7% speak a language other than English
-- 12.2% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Loring Park has a higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including those who primarily speak a language other than English. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already. Loring's equity ranking suggests that there are other parks in much better condition and with even less community need.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project

will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

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City of Minneapolis

PRK54 - Luxton Park Implementation

Project Details:

Project Start Date: January 1, 2027
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 20 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 112 Williams Ave. SE
City Sector: East
Affected Neighborhoods: Prospect Park
Affected Wards: 2
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Luxton Park in southeast Minneapolis. The requested funding in 2027 is for a single phase two implementation of the adopted master plan for the park. Phase one was a recent reconstruction of the play area and some significant building rehabilitation. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the remaining master plan elements should be constructed in this planned phase two.

The master plan for Luxton Park envisions overall consistency in the existing area of the park, with the play area, wading pool, building, and fields improved in their current locations. The plan also envisions an expansion of the park to the west, to abut 27th Avenue SE, the planned route of the Grand Rounds Missing Link. This area would become home to a basketball court, skate and BMX parks, a plaza with social games and gathering spaces, and a new entrance to the park that would link it visually to the Grand Rounds.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Luxton, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Luxton Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Luxton Park's 2022 NPP20 ranking is #53. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRK54

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$1,110,000	$0	$0
Design and Project Management	$0	$0	$0	$0	$292,000	$0	$0
General Overhead	$0	$0	$0	$0	$58,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$1,460,000**	**$0**	**$0**

Submitting Agency Funding Request

PRK54

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$1,125,000	$0	$0
Taxes	$0	$0	$0	$0	$335,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$1,460,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Luxton Park has a score of 1.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Luxton's assets have a broad mix of lifespan end dates. The recently reconstructed playground and recently renovated recreation center are well within their lifespans, while the wading pool and athletic fields are well outside.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Luxton Park has an overall condition score of 2.40 which is an average condition rating. Like the longevity rating, Luxton's assets range widely from excellent condition to very poor.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Connection to the future route of the Grand Rounds on 27th Avenue South will be a critical piece if eventual master plan implementation.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2027, once funding becomes available. The community engagement and design process will likely continue throughout 2027. Construction would likely begin in 2028 and, depending on the complexity of the project, could continue into 2029.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

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Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Prospect Park:
-- 57.7% White
-- 41.5% Of Color, including 10.3% Black/African-American alone and 23.0% Asian or Pacific Islander alone
-- 3.8% Hispanic/Latinx
-- 31.0% speak a language other than English
-- 25.7% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Prospect Park neighborhood mirrors the City of Minneapolis demographics very closely, though has a higher number of foreign born residents than the city as a whole. In addition, Black/African-American residents make up a much lower percentage than city-wide, while Asian or Pacific Islander residents are nearly four times the citywide number. This is likely attributable to the neighborhood's proximity to the University of Minnesota. Students and teachers are a consistently difficult group to engage, so extra effort will be necessary to bring them into the planning and design process. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines. .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

MPRB notes that last year's request for Luxton Park was not recommended for funding by CLIC. The only suggestion as to why this was done appears in CLIC's overarching comments requesting MPRB to over-submit projects beyond its approved CIP each year. From the 2022 report: "As it currently stands, CLIC cannot offer the same thoughtful recommendations that we provide in all other areas regarding the best projects to undertake. Instead, we are left to only recommend not funding projects that we do not believe warrant being funded."

CLIC rated Luxton last among MPRB requests (though with the same score as Beltrami Park (PRK48), which was recommended for funding). Presumably this was the reason to forego funding. We are requesting funding for Luxton again this year, in alignment with the adopted MPRB CIP and the concurrent City/MPRB 20-Year Neighborhood Park Plan Ordinance. In its recorded presentation, MPRB staff will again provide background as to why over-submitting projects is not possible.

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PRK55 - Hiawatha School Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 21 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 4305 E 42nd St
City Sector: South
Affected Neighborhoods: Hiawatha
Affected Wards: 12
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Hiawatha School Park in south Minneapolis. The requested funding in 2028 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the South Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

As its name might suggest, Hiawatha School Park shares a large parcel with a Minneapolis Public School (MPS). The open space portion of the school property is open to the public when school is not in session and is home to a play area, basketball court, and open field space. The park plan for this portion of the space (developed in collaboration with MPS) suggests minimal change. In contrast, the MPRB-owned portion of the land would see a reorganization of various facilities.

Near the recreation center, the wading pool is relocated in order to create a more open year-round entry plaza and gathering space for the building. A new wading pool replaces the tennis courts in the northeastern part of the park. A second play container between the existing play area and the new pool provides additional play opportunity and diversity. The parking lot is reconstructed in its current location. An urban agriculture area sits between the parking lot and the building entry, and will create an extension of the entry experience for the building.

Two multi-use diamonds are removed in favor of skating, hockey, and general play, as during school recess. The two diamonds along 44th Avenue would be retained, thereby keeping the open play space nearer the school and removing the barriers of backstops from between school and park. A new outdoor classroom is planned for the space between the school and recreation center buildings. This amenity is currently under design funded through park dedication fees and could be implemented in 2023.
Under the vision plan, the integration between the school day and the park play day is seamless. The plan would break down physical barriers between the two buildings/uses and create shared spaces throughout.

Purpose and Justification

Hiawatha School Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Hiawatha School Park's 2022 NPP20 ranking is #59. This ranking coupled with the fact that a master plan is complete justifies advancement of implementation at the park.

MPRB will begin this implementation project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. The requested funding would not move away from Hiawatha School Park, but it could be used for a variety of recreational improvements, based on community input.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Proposed Plan: Hiawatha School

Project Cost Breakdown

PRK55

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$1,110,000	$0
Design and Project Management	$0	$0	$0	$0	$0	$292,000	$0
General Overhead	$0	$0	$0	$0	$0	$58,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,460,000**	**$0**

Submitting Agency Funding Request

PRK55

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$1,300,000	$0
Taxes	$0	$0	$0	$0	$0	$160,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,460,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Hiawatha School Park has a score of 2.0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Hiawatha School Park's assets were built in two main eras. The late-1970s athletic fields and wading pool are beyond their useful lives, while the early 200s play areas and courts are nearing the end of useful life. The recreation center, also built in the late 1970s, is in need of upgrades.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Hiawatha School Park has an overall condition score of 2.86 which is an average condition rating. Like the longevity rating, Hiawatha School Park's assets reflect the two disparate implementation eras.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this

project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The project may include sidewalk connections to surrounding neighborhoods.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Hiawatha:
-- 68.6% White
-- 28.4% Of Color, including 12.2% Black/African-American alone and 3.0% Asian or Pacific Islander alone
-- 11.8% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Hiawatha neighborhood mirrors the City of Minneapolis demographics somewhat closely, though has a higher number of White residents than the city as a whole. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines. .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

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City of Minneapolis

PRK56 - Kenny Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 22 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 1328 W 58th St.
City Sector: Southwest
Affected Neighborhoods: Kenny
Affected Wards: 13
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Kenny Park in south Minneapolis. The requested funding in 2028 is for a single phase two implementation of the adopted master plan for the park. Phase one was a 2021/2022 project that replaced the play area and resurfaced the tennis and basketball courts. These improvements were funded under PRK02 and PRKRP, respectively. The phase one project shows how significant and desired improvements can be made in a park through small-project programs and rehabilitation funding under NPP20.

The exact improvements to be implemented in phase two are not currently known. MPRB has created a vision for the park through the Southwest Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

The design for Kenny Park was approached not only as an individual neighborhood site, but also as one part of a four-park collection in the far southwest portion of the city that has a strong and interconnected focus on athletics, primarily field and diamond sports (Pershing Park, under PRK58, is also one of these four parks). Kenny will be designated as a “field sports focused park” with the removal of diamonds and the installation of a premier artificial turf field, striped for field sports only. This will balance nearby Armatage Park which is designated a “diamond sports focused park.”

The sloped hills surrounding Kenny’s new fields will be naturalized with native plantings and the existing sledding hill preserved. A new walking path connecting West 57th Street to West 58th along the top of the hill on the west side completes a walking loop of the entire park. The existing two tennis courts with pickleball striping remain, as do the play areas and gaga pit near the school. Play areas will be somewhat expanded when improved.

A significant improvement at Kenny is the proposed expansion of the existing small neighborhood center. The plan envisions an open air shelter facing a new splash pad with shade structures to replace the existing wading pool. By allowing for easy water shut-off, the splash pad plaza can be used by students at Kenny School during recess hours and during the

Purpose and Justification

Kenny Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park’s score and resultant ranking determines when a park receives an allocation in MPRB’s CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Kenny Park’s 2021 NPP20 ranking is #60. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

winter months as extra play space. To the east of the splash pad is a relocated picnic area and a series of sport courts which include two half-court basketball hoops as well as striping for four-square and additional games.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Kenny, but it could be used for a variety of recreational improvements, based on community input.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRK56

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$1,413,000	$0
Design and Project Management	$0	$0	$0	$0	$0	$371,000	$0
General Overhead	$0	$0	$0	$0	$0	$74,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,858,000**	**$0**

Submitting Agency Funding Request

PRK56

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$1,683,000	$0
Taxes	$0	$0	$0	$0	$0	$175,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,858,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Kenny Park has a score of 1.9 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score is a reflection of the fact that Kenny's tennis and basketball courts and play area were all recently improved, bringing them well within their useful lives. Conversely, the 1960s-era recreation center and the 1990s athletic fields are beyond their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Kenny Park has an overall condition score of 2.88 which is an average condition rating. This score reinforces the disparity between older and newer facilities in the park.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan. In addition, by the time this funding becomes available, the older facilities will be even farther beyond their useful lives and likely in even poorer condition.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalk connections are a possible aspect of the project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Kenny:
-- 85.1% White

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Kenny neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Little information is available on other demographic categories due to the very small percentages. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines. .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

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City of Minneapolis

PRK57 - Kenwood Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 23 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 2101 W Franklin Ave.
City Sector: Southwest
Affected Neighborhoods: Kenwood
Affected Wards: 7
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Kenwood Park in southwest Minneapolis. The requested funding in 2028 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

The focus of the Kenwood Park vision is on balance – both increasing access to a variety of recreation options while also enhancing naturalized areas, tree canopy, and natural stormwater treatment to manage flooding. A grass walking path north of Douglas Avenue will provide soft-surface trail access to the woods and prairie there. Large areas of what are now mown turf south of Douglas Avenue will be naturalized while maintaining tree canopy. The main exception to this is the open clearing on the top of the hill in the center of the park which will remain mown grass to preserve the scenic overlook. An accessible walking path to the hilltop will include nature education/interpretation nodes. The area at the south of the park which regularly floods will be transformed into a purpose-built wet meadow with boardwalk, providing an attractive, functional, and educational opportunity for stormwater capture and treatment.

The play area, multi-use fields, diamonds, and batting cages will be retained and upgraded. The tennis courts will remain with the possibility of adding a seventh court in the future to accommodate tournaments. Five new pickleball courts and a full basketball court south of tennis will expand recreation options, along with a three-hole disc golf course on the western side of the central hill near Oliver Avenue South. A picnic shelter near the play area will accommodate small groups.

A new stairway at Lincoln Avenue will provide safe access down to the restroom enclosure and court area, while an extension of the path at the courts will create a walking loop connecting fields and diamonds throughout the park. A key bike and pedestrian connection is established on the eastern edge of the park, linking the Grand Rounds at Lake of the Isles to Kenwood Parkway at Mount Curve Ave. This trail will provide access to the Kenilworth and Cedar Lake

Purpose and Justification

Kenwood Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Kenwood Park's 2021 NPP20 ranking is #54. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Regional Trails north of the park. Pedestrian and bicycle crossings will be enhanced at several key intersections surrounding the park.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Kenwood, but it could be used for a variety of recreational improvements, based on community input.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRK57

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$1,414,000	$0
Design and Project Management	$0	$0	$0	$0	$0	$372,000	$0
General Overhead	$0	$0	$0	$0	$0	$74,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**

Submitting Agency Funding Request

PRK57

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$1,740,000	$0
Taxes	$0	$0	$0	$0	$0	$120,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Kenwood Park has a score of 2.0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Kenwood's assets have a broad mix of lifespan end dates, including 1998 (athletic fields), 2012 (recreation center), 2021 (playground), and 2037 (tennis courts).

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Kenwood Park has an overall condition score of 3.30 which is an average condition rating. Like the longevity rating, Kenwood's assets range widely from excellent condition to very poor.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The master plan envisions a new bicycle and pedestrian trail through the park that would create a connection between Kenwood Parkway to the north and Lake of the Isles to the south. Essentially a spur of the Minneapolis Grand Rounds, this new trail will create off-street connectivity between the Chain of Lakes and the Cedar Lake Trail.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

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and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Kenwood:
-- 92.7% White

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Kenwood neighborhood has a significantly higher percentage of White residents than the city as a whole--one of the highest in the city--and therefore fewer BIPOC residents, including foreign born residents. Little information is available on other demographic categories due to the very small percentages. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines. .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

Funding is also requested in 2025 at Kenwood Park to replace the play area, under PRK02.

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City of Minneapolis

PRK58 - Pershing Field Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 24 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 3523 W 48th St.
City Sector: Southwest
Affected Neighborhoods: Fulton
Affected Wards: 13
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Pershing Field Park in southwest Minneapolis. The requested funding in 2028 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

Like Kenny Park (PRK56) Pershing Field Park is viewed not only as an individual site, but also as part of a four-park interconnected group with a strong focus on athletics, primarily field and diamond sports. Of the four, Pershing will host both field and diamond sports facilities, which are popular in this area for youth sports programming. From a design and programming perspective, this park will balance recreation opportunities well with nearby Linden Hills Park.

At Pershing Field, the existing diamonds and fields will remain, along with the existing batting cages. New pitching mounds will be added. Updated play areas will remain in the same location and will be separated by a new splash pad with shade structures which replaces the wading pool at the end of its lifecycle. An improved community gathering/event plaza bridges the space between the play area and the recreation center entrance. New pollinator plantings beautify this entrance and several other spots near the building.

The picnic area next to the entrance is enhanced, as is the picnic area in the semi-wooded space to the east of the parking lot. This area is further enhanced with a bike fix-it station and adult exercise equipment. Tennis remains in its existing location, while the full-court basketball surfacing is expanded to include a new adjacent multi-use court.

To help alleviate flooding in the surrounding neighborhoods, an underground stormwater storage cistern could be installed beneath the field space at Pershing Field through a cooperative effort with the City of Minneapolis. The water could be temporarily stored and then safely released, or could be used for irrigation. Pershing Field is one of two parks in the southwest service area to provide this stormwater benefit – the other being Lynnhurst Park (PRK46).

Purpose and Justification

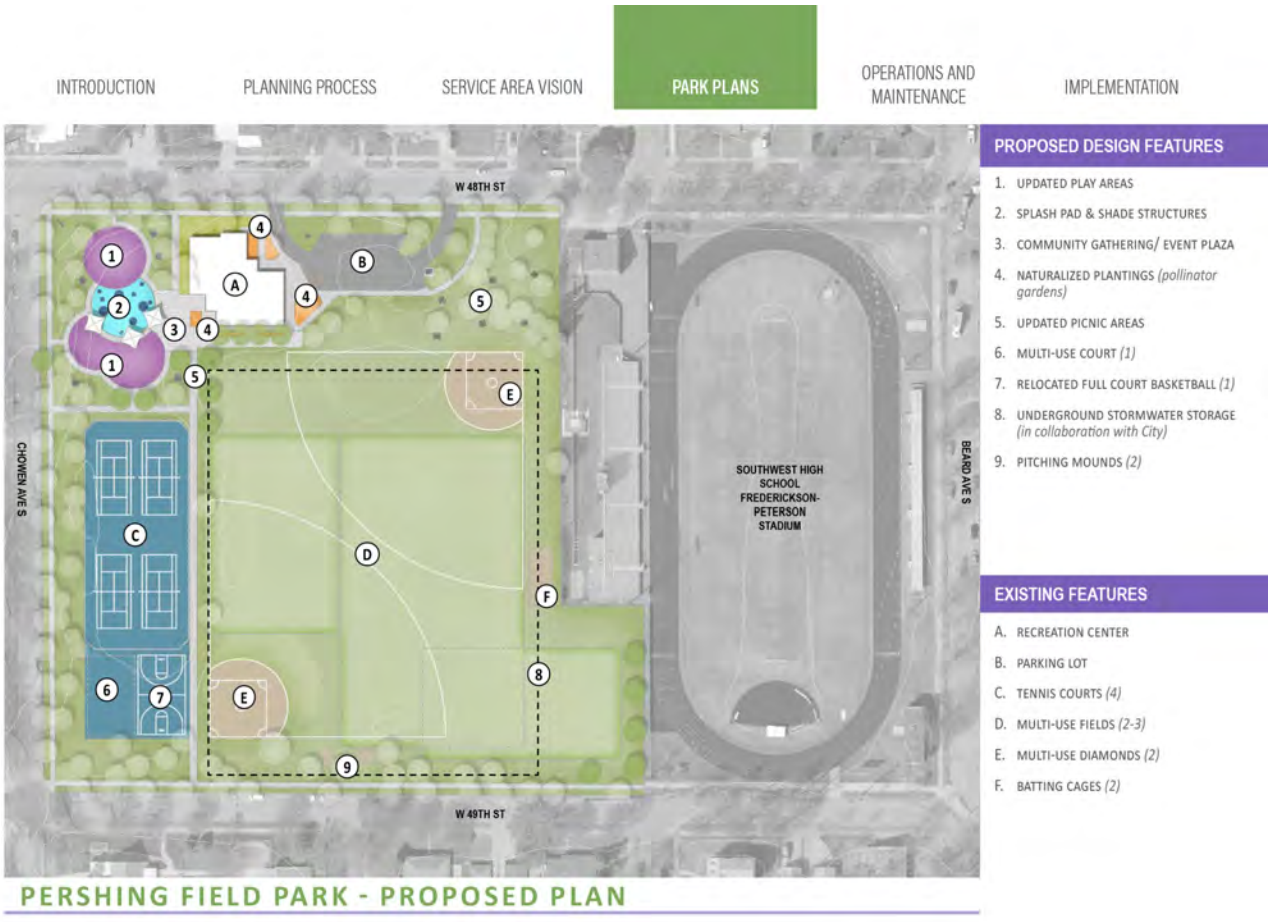
Pershing Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Pershing Park's 2022 NPP20 ranking is #52. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Pershing, but it could be used for a variety of recreational improvements, based on community input.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRK58

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$1,414,000	$0
Design and Project Management	$0	$0	$0	$0	$0	$372,000	$0
General Overhead	$0	$0	$0	$0	$0	$74,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**

Submitting Agency Funding Request

PRK58

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$1,710,000	$0
Taxes	$0	$0	$0	$0	$0	$150,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Pershing Park has a score of 1.6 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Pershing's assets span a narrow range of expiration dates centered on the present day. Very soon, all of Pershing's assets will move beyond the end of their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Pershing Park has an overall condition score of 3.00 which is an average condition rating. This score reflects the fact that all of Pershing's assets are average. Like the longevity score, this could indicate an approaching tipping point, after which all the park's assets will be in poor condition at once.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or

implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalk connections may be included in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Fulton:
-- 88.6% White
-- 1.8% Asian or Pacific Islander alone
-- 2.9% Hispanic/Latinx
-- 4.8% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Fulton neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines. .

Analysis

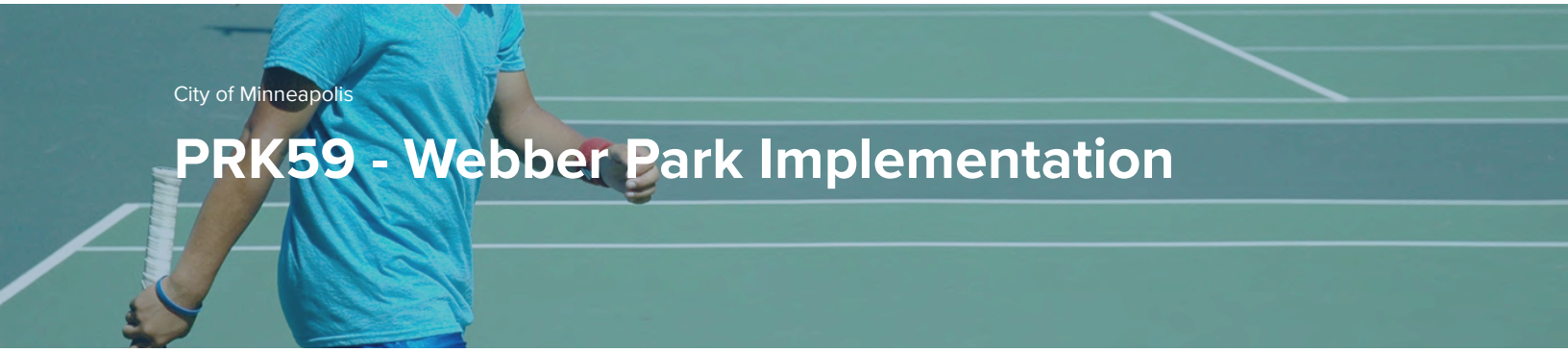
How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

Funding is also requested in 2027 and 2028 for a playground replacement at Pershing Park under PRK02.

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City of Minneapolis

PRK59 - Webber Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 25 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $0

Project Location:

Address: 4400 Dupont Ave. N
City Sector: North
Affected Neighborhoods: Webber-Camden, Lind-Bohanon
Affected Wards: 4
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Webber Park in north Minneapolis. Many know Webber Park for its first-in-the-nation public natural swimming pool. That portion of the park is actually a part of North Mississippi Regional Park, while the community center, play area, tennis courts, and other amenities are within Webber neighborhood park. The requested funding in 2028 is for a single phase one implementation of the adopted master plan for the neighborhood park. No NPP20 funding will be spent in the regional portion of the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

The proposed design for Webber neighborhood park area makes few changes, recognizing the relative newness of the building, parking lot, and tennis courts. These three amenities remain in their current locations, as does the play area. One change that will affect both the regional and neighborhood parks is that the basketball court currently located in an isolated area east of the swimming pool is relocated near the recreation center.

The multi-use field is retained and improved, and the plan identifies a public art opportunity at the corner of Webber Parkway and 45th Avenue. New understory naturalized areas in the northwest corner of the park provide habitat and beauty. To better facilitate trail connections, a walking loop around the northern end of the park is improved and reinforced with directional signage.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move

Purpose and Justification

Webber Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Webber Park's 2021 NPP20 ranking is #32. In the previous year, Webber was ranked #92, but saw a dramatic increase in score because the neighborhood is now considered an ACP50 area. The park's ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

away from Webber, but it could be used for a variety of recreational improvements, based on community input.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



PROPOSED PLAN: WEBBER PARK

Project Cost Breakdown

PRK59

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$1,414,000	$0
Design and Project Management	$0	$0	$0	$0	$0	$372,000	$0
General Overhead	$0	$0	$0	$0	$0	$74,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**

Submitting Agency Funding Request

PRK59

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$1,710,000	$0
Taxes	$0	$0	$0	$0	$0	$150,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,860,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Webber Park has a score of 0.5 under MPRB's longevity metric. Webber has a relatively new play area and tennis and basketball courts, which are driving that score down. However, with expiration dates in the late 2020s and early 2030s, all of Webber's assets will expire just after this funding request becomes available.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Webber Park has an overall condition score of 2.36 which is an average condition rating.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

A portion of the Grand Rounds trail network passes by and through Webvber Park. A major portion of this trail was recently reconstructed by Hennepin County as part of the "Webber 44" project. This project will likely improve connections to this new Grand Rounds trail segment.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 20278 once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

Webber-Camden:
-- 31.4% White
-- 65.1% Of Color, including 36.0% Black/African-American alone and 7.9% Asian or Pacific Islander alone
-- 18.6% Hispanic/Latinx
-- 25.4% speak a language other than English
-- 14.9% foreign born residents

Lind-Bohanon:
-- 41.6% White
-- 56.1% Of Color, including 27.7% Black/African-American alone and 15.8% Asian or Pacific Islander alone
-- 6.0% Hispanic/Latinx
-- 11.3% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods have very high percentages of people of color, particularly those identifying as Black or African-American. This demographic reality is the result of more than a century of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Webber seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will therefore benefit significantly from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines. .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

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City of Minneapolis

PRKCP - Neighborhood Parks Capital Infrastructure

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: Varies by specific park project
Ongoing Program: Y
Current Phase: Design
Level of Need: Significant
Department Priority: 1 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $8,575,000 unspent

Project Location:

Address: Multiple sites across the city
City Sector: All
Affected Neighborhoods: Multiple
Affected Wards: Multiple
Description of Location: Existing park sites

Project Description

This project includes a variety of major capital improvements in a variety of parks, which are primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, these major new or increased-budget projects are being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

MPRB has developed an equity metric for selection of parks that would receive new or enhanced funding under NPP20. Parks in which a playground, wading pool, or athletic field is the ONLY planned improvement are requested under PRK02, PRK03, and PRK04, respectively. More comprehensive park improvement projects with a variety of activities are included in PRKCP. Additionally, a series of targeted rehabilitation types are requested under PRKRP.

In 2021, MPRB and the City of Minneapolis reached an agreement related to the escalation of the amount of NPP20 funds year over year. This agreement led to increases in Net Debt Bond levels for MPRB in the 2022-2027 years. MPRB commissioners then adopted a budget and CIP that envisions year-over-year 5% and 6% escalations for all major capital projects (except playground-only projects, which already had an escalation factor built in). The remaining additional bond funds were used to increase rehabilitation funds in the PRKRP project. This increase in funding has resulted in more single-park projects than in previous years. In addition, MPRB has lowered the threshold for creating a single-park project to $1,000,000, which does move a few more parks into their own projects.

These choices both address CLIC's desire to have more review authority over selection of MPRB projects. Unfortunately, the specific (and repeated) CLIC comment to provide additional projects, beyond what is authorized in the MPRB/City agreement, cannot be honored. In this year, as before, MPRB’s NPP20 request matches the funding amounts authorized under the agreement in each funding year. Because this submittal to CLIC is guided by MPRB’s

Purpose and Justification

This project fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life, and many parks have an asset mix that does not exactly meet the needs of the community as a whole. This project and its many and varied park improvements will improve safety and accessibility, upgrade worn and outdated park assets, and transform parks to better meet the needs of today's population.

The purpose and justification of each individual park improvement is based on two factors: the equity metric and the park master plan. These two factors work together to ensure that those parks with the greatest need are addressed first, and that the improvements being made are in line with community desires. The equity metric uses empirical data to establish an "equity ranking" for each park. The data look at both the community characteristics around the park and the assets in the park (including historic investment in the park). Rankings of specific projects included in this request are shown below under “Additional Information.” Once a park has been identified for funding, the approved master plan determines the general amount of funding.
This project will allow MPRB to more equitably meet the needs of the community as a whole, by focusing early attention on those parks where there is the most need, but also by implementing improvements the community wants.

adopted CIP, it is impossible for staff to add “extra” projects to our request. MPRB is, however, providing detailed stand alone single-project information on 20 parks this year, as compared to the 23 smaller-budget individual improvement projects included here in PRKCP.

Also included in the PRKCP project are a set of neighborhood parks without major assets (sometimes called “undeveloped parks”) in the 2027 year. These parks will see much smaller investments based on their master plans, and were authorized in the MPRB CIP for the first time in that 2027 year. Though the improvements are relatively minor and the investments small, these parks do provide recreational benefit to the communities around them. Investing in them is in the spirit of NPP20, to ensure that every neighborhood has a great park and that every park sees improvements.

The exact facilities to be implemented at each park are based on service area master plans, which create visions for the recreational future of every neighborhood park in the city. All five area master plans--South, Downtown, North, Northeast/Southeast (East of the River), and Southwest are complete. Once a master plan is complete and a funding allocation is made, MPRB begins a participatory community process by which users and residents can help prioritize what is built in the park. A requested allocation for a particular park will not generally complete that park’s master plan, and should be considered a phase of implementation. The community process considers which of those elements included in the adopted master plan should be built right away. The scoping process also considers phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that requests under PRKCP are not specifically defined as to exactly what will be constructed. Requested funding would not move from one park to another, but it could be used for a variety of recreational improvements, based on community input.

PRKCP also includes projects that use the MPRB Capital Levy.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRKCP

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$4,623,000	$536,000	$3,287,000	$2,782,000	$4,201,000	$532,000	$6,897,000
Design and Project Management	$1,067,000	$141,000	$865,000	$731,000	$1,105,000	$140,000	$1,815,000
General Overhead	$213,000	$28,000	$173,000	$146,000	$221,000	$28,000	$363,000
TOTAL	**$5,903,000**	**$705,000**	**$4,325,000**	**$3,659,000**	**$5,527,000**	**$700,000**	**$9,075,000**

Submitting Agency Funding Request

PRKCP

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$4,978,000	$0	$3,645,000	$2,909,000	$4,511,000	$0	$7,690,000
Taxes	$925,000	$705,000	$680,000	$750,000	$1,016,000	$700,000	$1,385,000
TOTAL	**$5,903,000**	**$705,000**	**$4,325,000**	**$3,659,000**	**$5,527,000**	**$700,000**	**$9,075,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)
Is this request a new capital project or an existing project? A combination of new and existing facilities
If the project is an existing asset, what is the observed remaining life of the asset?

MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities in the park. Though it is unknown at this time exactly which existing assets will be improved under this request, the following list shows the overall longevity rating for each of the parks in this request. The higher the number, the more assets are outside their useful life. (Note that the "undeveloped parks" described above do not get these scores because they do not have assets. They are ranked solely on community characteristics. They do not appear in this list.)

Jackson Square: 0.2
Hall: 0.9
Lyndale School Pool: 3.0
Painter: 1.5
Sumner: 1.0
Whittier: 1.6
Perkins Hill: 1.5
Clinton Field: 1.4
Mueller: 1.0
Stevens Square: 0.5
Todd: 1.7
Marcy Park: 1.0
Northwestern Bell/Elwell Park: 1.0
Waveland Triangle: 0.0

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. The five major facility types (courts, fields, buildings, aquatics, and play areas) are rated from 1 through 5, with 5 indicating assets in the poorest condition. Though it is unknown at this time exactly which existing assets will be improved under this request, the following list shows the overall asset condition rating for each of the parks in this request. The higher the number, the more assets are in poor condition. (Note that the "undeveloped parks" described above do not get these scores because they do not have assets. They are ranked solely on community characteristics. They do not appear in this list.)
Jackson Square: 1.75

Hall: 2.5
Lyndale School Pool: 2.0
Painter: 2.75
Sumner: 3.0
Whittier: 3.36
Perkins Hill: 2.5
Clinton Field: 3.5
Mueller: 2.67
Stevens Square: 2.5
Todd: 3.57
Marcy Park: 3.0
Northwestern Bell/Elwell Park: 2.0
Waveland Triangle: 1.0

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on a lower-than-average asset condition and longevity ratings across all these parks, along with the need to implement community-driven master plans. Many existing facilities in these parks are functional but low quality, and the existing parks do not meet the recreational needs of the communities around them. They must evolve as directed in their master plans.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Varies. Projects will not specifically improve transit and pedestrian experience beyond the park boundaries

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks and trails could be included in project scopes

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? Varies by specific park implementation

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Comprehensive analysis of maintenance impacts were calculated as part of the service area master planning process. This calculation was based on real-world assessments of costs to maintain existing facilities drawn from MPRB's system as well as national models. Each master planned park includes a maintenance cost change estimate at full build out. For instance: conversion of a wading pool to splash pad will result in an approximately $20,000 annual maintenance cost increase--the result of a $15,000 annual credit for removing the wading pool and a $35,000 add for the splash pad. Playgrounds, conversely, will see no maintenance increase nor decrease, because though newer equipment is easier to maintain, those maintenance allocations must be shifted elsewhere in the system to cover other aging infrastructure.

An overall maintenance change number has not been provided for PRKCP, however, because the details of many projects are unknown. In some cases, parks may see increased maintenance costs while at others there may be decreases (for instance, at parks that will have fewer diamonds and larger multi-use field areas). Though a comprehensive maintenance cost accounting has not been provided to CLIC under this project, MPRB operations and planning staff are working together to ensure proper maintenance

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

MPRB recognizes that its unspent bond amounts are higher than usual and may be concerning for CLIC members. A significant portion of the unspent funds are due to several projects that were bid for construction in 2022 but for which bids needed to be rejected, for several reasons, including high costs. In order to achieve more advantageous bids, MPRB chose NOT to rebid the projects in 2022 and instead wait until very early 2023. These projects are out for public bid right now and we expect to construct them in 2023 and spend down all the bonds. The amount of unspent bonds in this category is $2,925,000. Another four projects have moved forward throughout 2022 and will be bid and constructed in 2023, totaling $2,660,000 of the unspent bonds. 2023 will be a big construction year for MPRB, and by the end of the year we expect to have spent down 65% of the total unspent bonds, just by making progress in these two project categories.

The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The list provides a status update on each project and an overview of amounts remaining.

4 projects are complete:
- Perkins Hill Park (2018 funding): complete and open to the public
- Stewart Park (2018 funding): complete and open to the public
- Phelps Park (2018 and 2019 funding): complete and open to the public
- Harrison “Spark’d Studios” (2020 funding): complete and open to the public

4 projects needed to be rebid, but will be under construction in 2023:
- Jordan Park (2018 funding): Remaining unspent bonds are $1,083,000
- Victory Park (2019 funding): Remaining unspent bonds are $602,000.
- Farwell Park (2021 funding): Remaining unspent bonds are $619,000.
- Hall Park (2021 funding): Remaining unspent bonds are $621,000.

allocations when individual improvements are implemented, using the service area master plans as a guide.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

4 projects have completed design and community engagement and will be bid and constructed in 2023:
- Painter Park (2019 and 2021 funding): Unspent bonds are $757,000.
- Corcoran Park (2021 funding): Unspent bonds are $805,000.
- Central Gym Park (2022 funding): Unspent bonds are $315,000.
- Riverside Park (2022 funding): Unspent bonds are $783,000.

3 projects have begun community engagement, design and/or construction:
- Cedar Avenue Field (2021 funding): Staff has been working with community members on request to rethink the vision for the park. Most funding has been held, therefore, based on this request. A new vision for the park will be considered along with that for East Phillips Park (PRK41), due to geographic proximity. A lighting improvement project was completed in 2022. Unspent bonds are $450,000.
- Sumner Field (2020 funding): Project has initiated with community engagement and design. Staffing realities caused a project delay. Construction likely in late 2023. Unspent bonds are $71,000.
- Folwell Park (2022 funding): Project has begun community engagement and design. Construction likely in 2024. Unspent bonds are $881,000.

4 projects have not yet initiated and have unknown timelines. It is important to note that the projects needing to be rebid did impact staffing capacity in the MPRB Planning Division. Some projects are delayed because of that reality. In its 2023 budget, the Board of Commissioners approved an additional project manager, and hiring for that position is about to initiate:
- Franklin Steele Park (2022 funding): Unspent bonds are $784,000.
- Harrison Park (2022 funding): Unspent bonds are $240,000.
- Murphy Square Park (2022 funding): Unspent bonds are $214,000.
- Willard Park (2022 funding): MPRB was successful in securing a federal grant for Willard park in the amount of $1.3 million. Along with NPP20 and Capital Levy, these funds will allow for a complete implementation of the park's master plan. Federal requirements, however, require additional time, so this project is initiating more slowly than originally anticipated. Unspent bonds are $350,000.

If this is a new project, describe the major project phases and timing anticipated for completing the

project:

Project schedules may vary significantly depending on the size of allocation, the specific improvements envisioned, and the scale of change in the park. In general, all projects will require 6-8 months of community engagement, which can happen in concert with design development. At the conclusion of community engagement, construction plans for bidding are prepared and the project is bid for construction. MPRB works to limit inconvenience to the community during construction, and may occasionally phase construction across two calendar years. Construction scheduling is determined by the project manager in consultation with the community.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

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Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project includes improvements in parks in many different neighborhoods. MPRB is not providing specific demographic data for this project. Rather, the “Analysis” response provides insight into the racial equity analyses MPRB performs as part of its equity metrics.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Not applicable

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process for each park in this project used the INVOLVE engagement level. Capital improvement projects that implement master plans typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around each master plan was a two-year process that led to the vision for the park, which will be implemented incrementally. Further engagement in parks covered under this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The inclusion of these park projects is based almost entirely on MPRB’s equity metrics for capital project scheduling, which were codified in Ordinance at the beginning of NPP20 in 2017. The improvements in these parks are part of an overarching system of equitable capital investment at MPRB. MPRB's uses seven metrics that look at the assets in the parks as well as community characteristics around the parks. Many of the parks with the most need have seen improvements already.

When looking at the equity rankings included in the “Additional Information” section below, it is important to keep in mind that MPRB updates the equity rankings every year. We do not remove parks from the CIP once

they are included. It is possible for demographic changes (most notably ACP50s) to cause a park's ranking to drop (or rise) significantly from one year to the next. An example of this is Jackson Square, which entered the CIP with a rank of #45, and subsequently dropped into the 100s.

In the early years of NPP20, MPRB invested heavily in parks with very high need—those with rankings in the top 25 of the list. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70 (out of 152 ranked parks). These parks are in neighborhoods that roughly match the city's overall demographics and/or have aging and lower quality facilities. Looking back to 2017 and forward to 2027, MPRB's CIP includes every park ranked from 1 to 61, along with 10 additional parks scattered at slightly lower rankings.

Additional Information

The following chart documents parks in which improvements will take place, including anticipated funding years and sources. The bulk of the funding comes from Net Debt Bonds with some capital levy (see the PRKRP project for NPP20-funded rehabilitation projects). Selection of all projects was based on the neighborhood equity metrics developed as part of the NPP20 ordinance. Equity rankings are re-calculated each year. The 2023-2028 MPRB CIP is built on rankings calculated in 2022. Each park's 2022 equity ranking is included in the chart for reference (in parentheses after the park name). The lowest numbers demonstrate higher need.

In order to ensure projects move forward in a timely fashion, MPRB includes a contingency factor under PRKCP. This "Replace and Invest Contingency" (R&I Contingency) will be used for project construction, to close the gap on site unknowns, increased bid amounts, and other construction-related factors out of MPRB control. The most significant reason for project delays is bidding issues. The contingency will only be used when necessary, and unspent contingency will be used to originate new projects in later years. The contingency constitutes 10% of the total project-based allocations in the MPRB CIP. Beginning in its 2021 CIP year, MPRB is choosing to fund the R&I Contingency with Capital Levy. It is still included for reference in the MPRB requests and the chart below, but no Net Debt Bonds are being requested related to the contingency fund.

Based on conversations during the 2019 presentation of MPRB's CLIC requests, staff performed an analysis of funding levels for various parks. CLIC members expressed ongoing support for MPRB's equity metrics, but raised questions about how much money each park was getting when it was entered into the CIP. MPRB staff looked at funding levels for each park receiving equity-driven NPP20 funds and has developed a system for determining the relative scale of investments, based on four factors: size of park, number of amenities, presence of a recreation center, and degree of change proposed in the adopted master plan for the park. This analysis resulted in the discovery of eleven parks that were under-funded in the early years of NPP20, relative to other similar parks. MPRB's adopted 2025 CIP year is considered a "normalization year," wherein additional funds are provided to certain parks, which leads to what may appear to be double allocations in some parks. Few new parks were brought into the CIP in 2025 in order to square-up parks that were previously under-funded. Going forward, allocation amounts have been standardized based on the criteria listed above.

CLIC members will note that there are no projects in the 2028 funding year, and that the only MPRB funding allocation is the R&I Contingency (funded by Capital Levy). The reason for this is simply that the parks with the next highest equity rankings ALL are receiving funding in excess of $1,000,000, according to the "normalization" of funding amounts discussed above. Those park projects can be found under separate project numbers: PRK 55 Hiawatha School Park (rank 59), PRK56 Kenny Park (rank 60), PRK57 Kenwood Park (rank 54), PRK 58 Pershing Park (rank 52), and PRK 59 Webber Park (rank 32--up from rank 92 last year).

Similarly, there are no projects in the 2024 year. In the previous request, only Jackson Square Park appeared in that year, but that project has been delayed to 2025 due to other funding needs in stand-alone projects and playground projects.

2024
R&I Contingency: $705,000 Capital Levy

2025
Jackson Square (102): $826,000 Net Debt Bonds
Hall (12): $308,000 Net Debt Bonds
Lyndale School Pool (22): $100,000 Net Debt Bonds. This allocation is for a decommissioning of the pool, which does not sit on MPRB lands. Most previously allocated funding was shifted to Painter Park (just below) to implement master-plan driven aquatic and other improvements in that park.
Painter (55): $831,000 Net Debt Bonds
Sumner (2): $738,000 Net Debt Bonds
Whittier (39): $370,000 Net Debt Bonds
Perkins Hill (29): $430,000 Net Debt Bonds
R&I Contingency: $680,000 Capital Levy

2026
Clinton Field (8): $896,000 Net Debt Bonds
Mueller (42): $221,000 Net Debt Bonds
Stevens Square (36): $896,000 Net Debt Bonds
Todd (56): $896,000 Net Debt Bonds
R&I Contingency: $750,000 Capital Levy

2027
Mueller (42): $709,000 Net Debt Bonds
Barnes Place Triangle (33): 37,000 Net Debt Bonds
CEPRO Site (27): $600,000 Net Debt Bonds
Irving Triangle (28): $54,000 Net Debt Bonds
Marcy Park (37): $530,000 Net Debt Bonds
Northwestern Bell/Elwell Park (21): $600,000 Net Debt Bonds
Russell Triangle (96): $750,000 Net Debt Bonds
Washburn Fair Oaks Park (30): $650,000 Net Debt Bonds
Waveland Triangle (88): $640,000 Net Debt Bonds
Newton Triangle (26): $165,000 Capital Levy
Normanna Triangle (48): $30,000 Capital Levy
Oliver Triangle (35): $30,000 Capital Levy
R&I Contingency: $700,000 Capital Levy

2028
R&I Contingency: $700,000 Capital Levy

2029
MPRB has not yet adopted a 2029 CIP. The current MPRB 6-year CIP includes the 2023 through 2028 years. MPRB is providing an overall budget estimate for the 2029 year and will refine the request next year once MPRB adopts a 2029 CIP year.

Several of the parks funded here also appear in PRK02 with playground rehabilitation projects in various years. Wherever possible in terms of timing, same-year or near-year funding under PRKCP and PRK02 will be considered a single project for administrative, community engagement, and construction purposes.

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City of Minneapolis

PRKDT - Diseased and Infested Tree Removal

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: Ongoing
Ongoing Program: Y
Current Phase: Construction
Level of Need: Critical
Department Priority: 26 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisaprks.org
Prior year(s) bond authorization amount: n/a

Project Location:

Address: Citywide
City Sector: All
Affected Neighborhoods: All
Affected Wards: All
Description of Location: Private properties

Project Description

This project entails removal of diseased and infested trees from private property, outside of public street rights-of-way and other public lands. Invasive pests such as Dutch Elm Disease and Emerald Ash Borer (EAB) can and have wiped out whole regions of certain species, and more pests are threatening our region. Prompt removal is one of the best methods of control because it proactively slows the spread of a pest to potential host trees.

Purpose and Justification

This project is an extremely important part of the toolbox for controlling invasive tree pests and protecting our urban forest. The prompt removal of diseased and infested trees from private property prolongs the practical and aesthetic positive benefits that all trees provide, no matter where they are located. These benefits are a major and important part of the city's urban infrastructure by providing many ecosystem services to the environment and our community. Examples include: mitigating global warming by reducing greenhouse gases, storing and sequestering carbon dioxide, improving air quality, removing pollution, increasing energy savings through shade and windbreaks, intercepting rainfall, providing stormwater rate control, and reducing pavement temperature and the heat island effect. The urban forest also fosters wildlife habitat while providing social and psychological benefits to residents. Trees are proven to increase property values and contribute to crime reduction. Consumers are willing to pay more for products in business districts with trees.

Diseased and infested trees can be a serious safety threat once a tree deteriorates into a weakened state. Such trees may look safe on the exterior but can quickly become structurally unstable. This can inevitably lead to a loss of branches and/or total tree failure which is a recognizable threat to public safety.

This year, MPRB is requesting an increase in the diseasted and infested tree special assessment bond, from $800,000 per year to $1,200,000. There are two key reasons for this requested increase. First, the population of Emerald Ash Borer (EAB) on private properties is increasing and therefore killing more trees. The infestation is currently in the upward trajectory of what is called the exponential death curve. This means that losses to EAB will increase until there are fewer ash to infest. Until then, MPRB will need to condemn private ash trees for at least 10 to 15 years, in order to protect the overall urban forest--public and private. The second reason is due to increasing costs faced by the contractors that remove the trees. This includes fuel, labor, equipment, and disposal. Increased costs of doing business are facing many businesses and tree care companies are no exception.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRKDT

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$768,000	$1,152,000	$1,152,000	$1,152,000	$1,152,000	$1,152,000	$1,152,000
General Overhead	$32,000	$48,000	$48,000	$48,000	$48,000	$48,000	$48,000
TOTAL	**$800,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**

Submitting Agency Funding Request

PRKDT

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Special Assessments	$800,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000
TOTAL	**$800,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? Not applicable. This project is about tree removal from private properties

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable

What is the expected useful life of the project/improvement?

Not applicable

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not applicable

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Ongoing assessment bonds.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Not applicable
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Not applicable

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Not applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Not applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Work does not occur in right-of-way

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Not applicable

What is the estimated annual operating cost increase or (decrease) for this project? Not applicable

Year that Operating Incr/(Decr) will take effect? Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Not applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Unspent balance applied to future years

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not applicable

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Removal of diseased trees on private property ensures safety by removing the threat of tree fall. In addition, eliminating diseased private trees protects public trees, which could be even less safe were they to fall in the public realm.

Public Services: The diseased tree removal fund allows home owners to pay off tree removal debt over time, thereby lessening the burden, while still protecting the public realm for all residents. This program is a high quality service with significant benefits to Minneapolitans.

Environmental Justice: Climate change could exacerbate tree loss due to diseases and insects. This program allows the city and MPRB to stay ahead of threats and protect the urban forest, which provides significant environmental benefits to the city.

Built Environment and Transportation: The urban forest is a key feature of high quality neighborhoods and streets. Protecting it through the removal of diseased trees shows a commitment to neighborhood sustainability and quality.

Public Health: The urban forest provides numerous public health benefits, including air quality improvement, reduction in the heat island effect, carbon sequestration, and stormwater management. Removal of diseased trees, which could spread pathogens or insects to healthy trees, is critical to the protection and preservation of the urban forest.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All City geographies will be impacted by this program, because it is a city-wide urban forest initiative. Minneapolis city demographics are included below:
-- 60.1% White
-- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
-- 9.8% Hispanic/Latinx
-- 21.4% speak a language other than English
-- 14.8% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

This data has limited utility in answering the question.

What data is available or missing? How can you obtain additional data?

MPRB has performed recent analysis of financial impacts on residents with lower wealth when they are assessed for tree removal. A financial mitigation program was implemented in 2021.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

In general, this work follows the INFORM level of engagement, with the engagement focus being on affected property owners.

In addition, the MPRB is hosting 4 public information sessions in north Minneapolis during April 2023 so that residents can learn about Emerald Ash Borer and the condemnation process for private trees.

Describe the engagement and what have you learned?

Not applicable

Analysis

How does the outcome for this project help the city achieve racial equity?

MPRB's new mitigation program ensures that private tree removal both protects the urban forest and also lessens financial burden on those who may have difficulty paying assessments.

Additional Information

None

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City of Minneapolis

PRKRP - Neighborhood Parks Rehabilitation Program

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: Varies by specific rehabilitation project
Ongoing Program: Y
Current Phase: Construction
Level of Need: Significant
Department Priority: 2 of 26

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparks.org
Website: www.minneapolisparks.org
Prior year(s) bond authorization amount: $1,200,000 unspent

Project Location:

Address: Multiple sites throughout city
City Sector: All
Affected Neighborhoods: Multiple
Affected Wards: Multiple
Description of Location: Existing park sites

Project Description

This program includes rehabilitation in a variety of parks, which is primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long-term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, this rehabilitation program is being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

Rehabilitation projects will considered in ten categories:
-- ADA Improvements
-- General building and recreation center rehabilitation
-- Roofs
-- Heating, ventilation, and air conditioning
-- Neighborhood amenity fund
-- Park lighting
-- Synthetic turf rehabilitation
-- Below-grade infrastructure
-- Sidewalk and pavement
-- Operations facilities

Some of these categories are partially funded through the MPRB capital levy, because those categories were already in the CIP prior to NPP20.

Purpose and Justification

This program fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life. This program will touch numerous parks and will improve safety and accessibility and upgrade worn and outdated park assets.

The specific purpose of each rehabilitation category is as follows:

ADA Improvements:
While all capital projects must meet ADA requirements, the MPRB recognizes that there are some improvements that need to be made to increase accessibility before or outside of a full capital project. The ADA improvement funding targets improvements to building and outdoor facilities that are not part of the current capital program, but appear in MPRB's ADA Transition Plan. Of particular focus now is improving accessibility in recreation center restrooms and ensuring accessible routes from parking lots into buildings and into restrooms.

Recreation Center Rehabilitation:
The MPRB owns 49 recreation centers. Most were built in the 1960s and 1970s. While the MPRB is working on a system-wide recreation center facility plan that will help determine long-term capital improvements to recreation centers, this funding will allow for improvements that are needed to sustain the buildings in the short-term, including building envelope improvements, visitor services, mitigation projects, and windows.

Roofs:
This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on rehabilitating roofs for the long term stability of buildings.

Heating, Ventilation, and Air Conditioning:
This category addresses a similar need to the above recreation center rehabilitation, but focuses specifically on improving or replacing aging and outdated boilers, heating units, and ventilation systems. It will also install new air conditioning systems in some buildings, in the interest of increasing programming availability and allowing more buildings to serve as safe-havens during stretches of high temperature.

Neighborhood amenity fund:
The neighborhood park system contains more than $100 million in physical assets. Many of these assets are small--such as picnic tables, grills, benches, horseshoe pits, etc.--and are not often included in larger capital projects or general maintenance and upkeep. The neighborhood amenity fund allows these key visitor comfort features to be refurbished or replaced into good working condition.

Park Lighting:
Within Minneapolis neighborhood parks, lighting increases safety and extends operating hours for sports, winter activities, and general park use. This category focuses on the replacement and upgrade of exterior park lighting, along with supporting infrastructure.

Synthetic Turf rehabilitation:
The MPRB has installed eight artificial turf fields over the past 10+ years. Over time this type of turf will need to be replaced. This will be an ongoing fund dedicated to artificial turf replacement. Under an MPRB Board-approved resolution, with any synthetic turf project MPRB will consider alternative materials to the more typically used crumb rubber infill. The synthetic turf rehabilitation fund is funded by the MPRB Capital Levy.

Below-grade infrastructure:
Unseen in the neighborhood parks is a network of underground pipes, wiring, and conduits that in some cases dates from the initial creation of those parks. This category focuses on improving, upgrading, removing, or relocating this blow-grade infrastructure, in order to create efficiency and improve environmental performance.

Sidewalk and pavement:
This category began with a focus on sidewalks and internal pedestrian paths within neighborhood parks, but will shift to other pavements such as courts and parking lots. MPRB has completed a comprehensive analysis of pavement condition for courts and parking lots and will strategically rehabilitate a certain number each year. Court condition is a consistent frustration for community members and MPRB is committed to providing safe and pleasant basketball, tennis, pickleball, bike polo, and other courts, as well as safe and accessible parking lots.

Operations facilities:
The MPRB is initiating an operation facility plan that will guide future investments in the operations

facilities throughout the system. A key focus of the plan will be to increase safety and efficiency and to provide quality spaces for employees. This category will address immediate needs within the operational areas of MPRB's system, and then provide funds to implement changes recommended in the facility plan. Operations facilities improvements are funded by NPP20/Net Debt Bonds, the MPRB Capital Levy, and allocations from MPRB’s general fund (not included in CLIC accounting).

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PRKRP

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$2,905,000	$2,652,000	$3,048,000	$3,442,000	$2,915,000	$2,900,000	$2,979,000
Design and Project Management	$764,000	$698,000	$802,000	$906,000	$767,000	$763,000	$784,000
General Overhead	$153,000	$140,000	$160,000	$181,000	$153,000	$152,000	$157,000
TOTAL	**$3,822,000**	**$3,490,000**	**$4,010,000**	**$4,529,000**	**$3,835,000**	**$3,815,000**	**$3,920,000**

Submitting Agency Funding Request

PRKRP

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$3,532,000	$3,200,000	$3,720,000	$4,264,000	$3,615,000	$3,615,000	$3,700,000
Taxes	$290,000	$290,000	$290,000	$265,000	$220,000	$200,000	$220,000
TOTAL	**$3,822,000**	**$3,490,000**	**$4,010,000**	**$4,529,000**	**$3,835,000**	**$3,815,000**	**$3,920,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails), Vertical Infrastructure (recreational amenities), and Equipment (building systems)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Because of the wide variety of assets in the different categories and across the city, it is impossible to quantify the remaining lives of assets to be rehabilitated. In general, any asset that needs rehabilitation under these funds would be beyond the end of its useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

As above, because of the wide variety of assets in the different categories and across the city, it is impossible to quantify the overall quality of assets to be rehabilitated. In general, any asset that needs rehabilitation under these funds would be poor to very poor quality, or nonfunctional.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric sets thresholds for the expected useful life of the five major assets in the parks:
-- Buildings/Recreation Centers: 50 years
-- Play Areas: 25 years
-- Courts (tennis and basketball): 25 years
-- Athletic Fields: 15 years
-- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent roof patching, HVAC system repair, trail patching, and other "reactive" or emergency maintenance regimes.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

A variety of code requirements and industry standards apply to this work, depending on the target of rehabilitation. In general, assets slated for rehabilitation would be meeting older versions of standards but still performing sub-optimally.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. Essentially, in this context, this question amounts to a service level estimate for the entire Minneapolis park system. This is because any asset could benefit from rehabilitation funds, should its quality warrant it.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

None

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Varies. Projects will not typically enhance transit or pedestrian experience beyond the park area

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The sidewalks category upgrades deficient pedestrian and bicycle trails, ramps, and other facilities.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a righty-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project will reduce operating costs at rehabilitated parks throughout the park system.

What is the estimated annual operating cost increase or (decrease) for this project? The exact reduction is unknown, but savings will likely need to be shifted to other park properties.

Year that Operating Incr/(Decr) will take effect? Varies by specific implementations in individual parks.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating cost decreases have not been finally determined.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The following is an update on unspent bonds, segregated by rehabilitation category. Projects are constantly rolling out year over year, and efficiencies are increasing.

2019, 2020, and 2021: 97% of $11.5 million in bonding spent, except:
Operations Facilities: Three year total of $335,422 unspent out of $600,000. This funding is being used for a significant upgrade project at the Southside Operations Center, which will be under construction in spring of 2023.

2022: 78% of $4 million in bonding spent, except:
ADA Improvements: $435,017 unspent out of $800,000
Roofs: $84,597 unspent out of $775,000
HVAC: $116,728 unspent out of $350,000
Sidewalk/Pavement: $128,065 unspent out of $350,000
Operations Facilities: $100,669 unspent out of $150,000.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Rehabilitation projects often have relatively short timelines, when compared to other design and construction projects. It is likely most rehabilitation projects can be accomplished--from initiation to completed construction--in a matter of months. To create efficiency and streamline costs and procurement, projects of similar type and geography may be grouped.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The requested funding is generally consistent year over year, to ensure that these rehabilitation categories work like standard allocations for a consistent level of work from year to year. Shifting funds from one year to another could create a

bottleneck in some years and underutilized staff and contracts in others.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface,

and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project includes rehabilitation and improvements in parks in many different neighborhoods. MPRB is not providing specific demographic data for this project. Rather, the “Analysis” response provides insight into the racial equity analyses MPRB performs as part of its equity metrics.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Not applicable

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement, along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Rehabilitation projects use the INFORM level of community engagement.

Describe the engagement and what have you learned?

Rehabilitation projects do not involve two-way engagement with the community.

Analysis

How does the outcome for this project help the city achieve racial equity?

The NPP20 rehabilitation categories launched at the inception of NPP20 and are a fundamental aspect of the long-term agreement between MPRB and the City. MPRB considers equity metrics when selecting rehabilitation projects, to ensure fair distribution of funds throughout the city, but decisions are made primarily on the basis of asset condition and longevity. Therefore, the rehabilitation program does not specifically address racial equity, but consistent replacement of degraded assets across the system is critical for overall safety and operational needs.

Additional Information

The following chart documents requested allocations by rehabilitation category (from the 2023-2028 MPRB Neighborhood Park Capital Program).

2024 (NOTE: overall request is reduced in order to accomplish one additional playground rehabilitation project in this year, as requested under PRK02. Funding has been restored with escalation in 2026.)
ADA Improvements: $750,000 Net Debt Bonds

General Building Improvements: $500,000 Net Debt Bonds
Roofs: $510,000 Net Debt Bonds
HVAC Systems: $300,000 Net Debt Bonds
Park Lighting: $140,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $350,000 Net Debt Bonds
Operations Centers: $100,000 Net Debt Bonds
Neighborhood Park Amenities: $500,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $290,000 Capital Levy

2025
ADA Improvements: $800,000 Net Debt Bonds
General Building Improvements: $560,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $500,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $660,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $290,000 Capital Levy

2026 (See note for 2024 request year, above.)
ADA Improvements: $875,000 Net Debt Bonds
General Building Improvements: $607,000 Net Debt Bonds
Roofs: $635,000 Net Debt Bonds
HVAC Systems: $300,000 Net Debt Bonds
Park Lighting: $250,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $500,000 Net Debt Bonds
Operations Centers: $225,000 Net Debt Bonds
Neighborhood Park Amenities: $822,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $265,000 Capital Levy

2027
ADA Improvements: $800,000 Net Debt Bonds
General Building Improvements: $507,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $500,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $608,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $220,000 Capital Levy

2028
ADA Improvements: $800,000 Net Debt Bonds
General Building Improvements: $507,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $500,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds

Neighborhood Park Amenities: $608,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $220,000 Capital Levy

2029
MPRB has not yet adopted a 2029 CIP year. For the purposes of this request, MPRB is assuming similar finding levels by category as in 2028:
ADA Improvements: $800,000 Net Debt Bonds
General Building Improvements: $507,000 Net Debt Bonds
Roofs: $600,000 Net Debt Bonds
HVAC Systems: $200,000 Net Debt Bonds
Park Lighting: $200,000 Net Debt Bonds
Below-grade Infrastructure: $50,000 Net Debt Bonds
Sidewalks and Pavement: $500,000 Net Debt Bonds
Operations Centers: $150,000 Net Debt Bonds
Neighborhood Park Amenities: $608,000 Net Debt Bonds
Synthetic Turf Rehabilitation: $200,000 Capital Levy

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City of Minneapolis

FIR11 - New Fire Station No. 11

Project Details:

Project Start Date: 2015
Estimated Project Completion Date: 2028
Ongoing Program: No
Current Phase: Planning
Level of Need: Critical
Department Priority: 1 of 1 MFD

Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolismn.gov
Website: N/A
Prior year(s) bond authorization amount: $2,795,000

Project Location:

Address: 935 5th Avenue SE
City Sector: East
Affected Neighborhoods: Marcy Holmes
Affected Wards: Ward 3
Description of Location: This Fire Station will get moved to the current East Yards Water Maintenance Facility Location

Project Description

This Project will plan, design, and construct a new Fire Station No. 11 at the City owned property at 935 5th Avenue South East.

Purpose and Justification

The current Fire Station No. 11 is located on a residential street at 229 6th St. S.E. The original station, built in 1925, is a two-story brick building including a finished basement, with two apparatus bays. The area of the station is approximately 16,500 square feet. The Fire Station serves the East Bank, Marcy Holmes, St. Anthony (East and West), Beltrami, Mid-City Industrial, and Como neighborhoods of Minneapolis. The original station provides living space (open dorm) to accommodate three rotating shifts of 24 firefighters, and 6 captains for a total of 30 occupants. The location and configuration of the current Fire Station No. 11 are no longer adequate to serve today's fire department operations. The building is functionally deficient and no longer meets the current building code, energy code, and ADA accessibility.

Long term strategic planning planned for the station to be relocated to a commercial corridor (to improve response times) vs. renovating and expanding at the current location. Increases (and changes) in staff size, the lack of privacy and gender issues as it relates to open sleeping areas, have created a demand for private sleeping rooms.

Because of higher demand, due to shifts in property development and street access, the response times for Fire Station No. 11 have decreased in some of the neighborhoods that it serves. The Minneapolis Fire Department measures response times based on a percentage of first unit arrival within five (5) minutes. Response times below 70% indicate unacceptable levels of service. Due to the increased service demands on Fire Station No. 11, a new facility and a better location will improve service and response times to these surrounding neighborhoods, including growing industrial areas to the East.

The new station will be planned to accommodate three rotating shifts of 21 firefighters, 6 captains and 6 Fire Motor-Operators, for a total of 33 occupants (eleven staff per shift). This will result in a functional and efficient living space that will provide for all 33 firefighters. The building will be designed,

constructed, and commissioned utilizing the City Sustainability standards.

The new Fire Station No. 11 is planned to be located on the City-owned property located at 935 5th Avenue SE. This property is currently the site of the Public
Works Water Distribution and Maintenance Facility which is to be relocated as part of the current Capital Improvement plan (WTR 18 Water Distribution Facility).

The new Fire Station No. 11 project will coordinate with City Public Works and Hennepin County Public Works groups for access onto East Hennepin Ave.

The project will meet the current and anticipated future needs of the Minneapolis Fire Department in this geographic portion of the City.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

FIR11

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$4,497,692	$3,783,269	$0	$0
Design and Project Management	$0	$0	$0	$210,000	$160,000	$0	$0
General Overhead	$0	$0	$0	$192,308	$161,731	$0	$0
Furniture, Fixtures, and Equipment	$0	$0	$0	$100,000	$100,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$5,000,000**	**$4,205,000**	**$0**	**$0**

Submitting Agency Funding Request

FIR11

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$5,000,000	$4,205,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$5,000,000**	**$4,205,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? N/A
What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset. Existing Fire Station No. 11 would be put up for re-development.
What is the expected useful life of the project/improvement? 75 Years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Project has been delayed waiting for WTR18.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
The Fire Station maintenance and operation will be funded like other City Fire Stations as an asset that the City will own.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
The facility will be designed and constructed in accordance with the updated City of Minneapolis Sustainability Standards. All Minnesota Pollution Control requirement will be met during re-development and operation of the site.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other sources of funding have not been applied for at this time. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The project currently does not have any partners.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

During the project design process, we will look for opportunities for partner with the Public Art Program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

Staff from the Community Planning and Economic Development (CPED) department have been assigned to this project and will assist in the identification of appropriate re-use opportunities for the historic buildings on the proposed site as well as the redevelopment of the current Fire Station No. 11 for private use.

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, details to be determined.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No, Public Works and Hennepin County are looking into potential bike trail adjacent to the project site.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Newly constructed fire stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the firefighters. These systems are more energy efficient (approximately 30%), and also bring in more fresh air, exhaust harmful pollutants, and control temperature and humidity with more precision. The maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. The Firefighters self-perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be $20,000 a year higher based on comparative stations.

What is the estimated annual operating cost increase or (decrease) for this project?
$20,000 Increase

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

$20,000 Increase

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

MFD budget will need to be increased to account for slight increase in operating expense.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This new fire station is needed and has been waiting for the Water Department to relocate to the Hiawatha campus to free up the site.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design, bidding, demolition, and construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Availability of East Yards still has a timeline that is not defined so the project may be delayed.

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to adequate Fire Response services. Keeping neighborhoods safe is essential; the City must be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.
The new location will provide faster response times, especially to the growing industrial area to the east.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
New Fire Station will support housing and neighborhoods that are continuing to expand and grow in housing stock complexity. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by- project accounting ensures each project has a carefully managed budget.

Environmental Justice

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Projects are designed with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project.
Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment & Transportation

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of a new Fire Station will benefit the City residents through improved and equitable access to safety services provided.
Transportation is vital to the city’s social, economic and environmental health. The City recognizes the key role of transportation in meeting the City’s sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi- modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The new Fire Station design would allow for improved parking and rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs.
The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The arts community in Minneapolis has a long tradition of grassroots arts activity and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis’s public art program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

University Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The University Community is 35.8% BIPOC.

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD as this project moves forward it will go through the planning approvals process

Describe the engagement and what have you learned?

N/A

Analysis

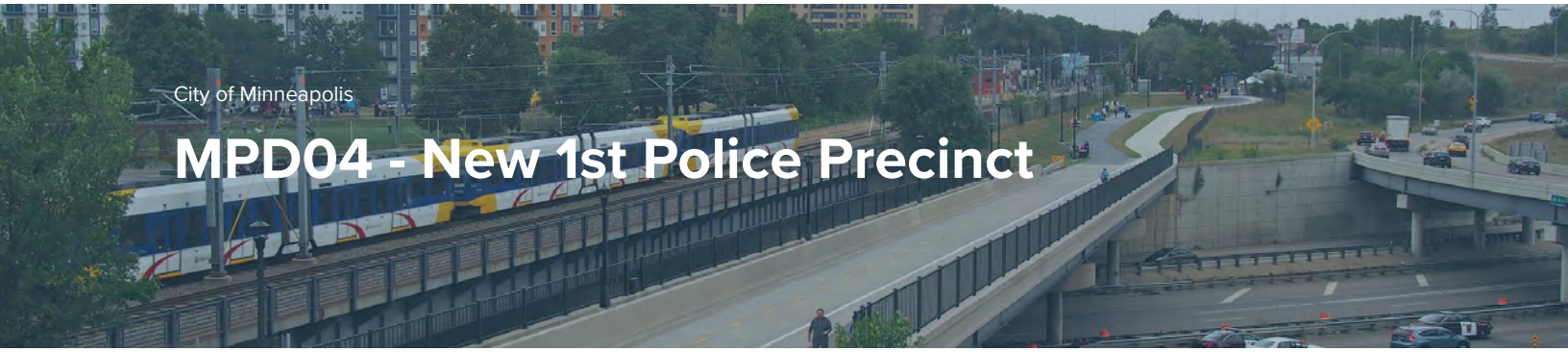
How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

The current fire station at (229 Southeast 6th Street) has redevelopment potential and will be marketed for redevelopment by the Community Planning and Economic Development (CPED) department.

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City of Minneapolis

MPD04 - New 1st Police Precinct

Project Details:

Project Start Date: 2020
Estimated Project Completion Date: 2024
Ongoing Program: No
Current Phase: Design
Level of Need: Significant
Department Priority: 1 of 3

Submitting Agency: Finance & Property Services
Contact Person: Kyle Erickson
Contact Phone Number: 612-673-3387
Contact Email: kyle.erickson@minneapolismn.gov
Website: N/A
Prior year(s) bond authorization amount:
$6,500,000

Project Location:

Address: 1101 South 3rd Ave
City Sector: Downtown
Affected Neighborhoods: North Loop, Warehouse District, East Downtown, Loring Park, Elliot Park, and Cedar Riverside
Affected Wards: Ward 3 and 6
Description of Location: Century Plaza Site

Project Description

This project includes the coordination, design, and construction of a new Police Precinct No. 1 on property to be identified and acquired by the City in the downtown area. In addition to the Precinct, accommodations are required, either through lease or ownership, for secured parking.

Property Services is working with a developer for a build-to-suit police precinct that will be owned by the city as a commercial condominium, with a long-term lease for a secure portion of the facility's parking ramp. The proposed site is in the Southeastern part of downtown. The facility is planned to be a mixed-use development.

Purpose and Justification

Currently, Police Precinct No. 1 is located 10 North 4th Street. The building that houses the precinct was originally built as a fire station in 1902 and was converted to a police precinct in 2002. The current structure is a two-story brick building, including a finished basement. Since the current facility is too small for precinct operations, the existing precinct also has lease space in the adjacent building to the north. The total area of the existing Police Precinct No. 1 is approximately 18,500 square feet and serves the North Loop, Warehouse District, East Downtown, Loring Park, Elliot Park, and Cedar Riverside neighborhoods of Minneapolis. These neighborhoods have experienced significant population growth in the past 5-years. Currently, there are about 47,000 residents in the First Precinct, and growth is expected to continue into the foreseeable future.

The current configuration of Precinct No. 1 no longer adequately serves police department operations. The building is functionally obsolescent and no longer meets the current building codes, energy codes and ADA accessibility standards. Also, increases in staff and changes in operations requires that new functionality, additional offices, locker space, among other needs be better addressed so they more adequately serve their purposes. For instance, the current precinct has accessibility challenges for both MPD squad cars and the public. A more central location with improved access is not only desirable, it will improve police response times, and a new facility will better accommodate technology changes and the ongoing operational evolution of MPD operations.

The new facility will meet the MPD's current and anticipated future needs for the First Precinct. The new precinct and its parking will accommodate about 180 squad cars and multiple overlapping staff shifts. The station will be designed and constructed to the standards of Leadership in Energy and Environmental Design (LEED). Moreover, the current metered street parking and public parking structures are not convenient for the numerous public meetings that are held at the First Precinct. So Public Parking and improved accessibility for the disabled are highly desired. Finally, there may be an opportunity at the new facility to include a command center for the Convention Center.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

MPD04

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$14,194,231	$0	$0	$0	$0	$0
Furniture, Fixtures, and Equipment	$0	$750,000	$0	$0	$0	$0	$0
General Overhead	$0	$605,769	$0	$0	$0	$0	$0
Design and Project Management	$0	$200,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$15,750,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

MPD04

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$15,750,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$15,750,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? 5 - 10 Years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing building is functionally obsolescent and no longer meets the MPD space program needs. It is in ok shape for a different future use.

What is the expected useful life of the project/improvement?

50-75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Project is in process

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Like other Police Precincts, this will become a City owned and operated facility.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

N/A
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grants at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other sources of funding have not been applied for at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Property Services is working with 1111 Partners LLC has proposed a build-to-suit turnkey facility as part of a new mixed-use development at the CenturyLink Plaza site located at 1101 South 3rd Avenue.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

During the project design process, we will look for opportunities for partner with the Public Art Program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

The larger development project will renovate a vacant facility and bring in new tenants.

Does the project support redevelopment opportunity that without the project would be infeasible?

TBD

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD, near existing bus transit routes

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

TBD

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

TBD, likely stay similar or slightly increase with the increased square footage.

What is the estimated annual operating cost increase or (decrease) for this project?
It is anticipated that the costs may be $20,000 a year higher based on comparable facilities.

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Newly constructed police stations typically have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for officers, staff, and citizens served. The systems are also more energy efficient (approximately 30%). However, these savings can often be offset by increased fresh air supply, exhausting harmful pollutants, and the more precise automated control of temperature and humidity. Similarly, initial maintenance cost savings from new systems can be offset by having more systems to maintain. Nevertheless, the facilities will be designed to be more energy efficient and more easily cleaned by custodial staff. Property Services will continue to provide custodial services, so no financial offset in this regard.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

No new city infrastructure is anticipated. Increased costs have been planned in the City's 6-year financial plan.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Preliminary payment has been made to the developer for design efforts and some bonds have been sold.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

A Development Agreement has been executed, and the developer has commenced with space programming and design in late-2022. Demolition of the new location's building shell has begun and will continue into early to mid 2023, and construction would follow that, with MPD occupancy in late-2024.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The build-to-suit turnkey option would require a capital appropriation of $15.5M for the purchase and construction of the new Precinct over 2022-22024. A 25-year parking ramp lease for 180 squad cars would be an annual cost of $45K.

Current construction cost estimates are not based on a final design. Property Services will hire an outside construction consultant that has significant experience building police stations in recent years and has the market data necessary to provide more accurate and design-specific project cost estimates.

The current all-in budget including owner provided items soft costs and turnkey developer cost is estimated to be $22.25M.

The intended life of a new facility should be at least 75-years with small incremental capital investments for replacements beginning approximately at the 10th year of operations. Replacement of major building systems typically begins in the 25th year of operations.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:
Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods must be safe, healthy, be unique and welcoming to everyone, and have equitable police services. Neighborhood safety is essential for the City to maintain itself as a regional center of commerce and culture, as a destination for visitors, and to be able to ensure that local businesses can flourish and increase employment opportunities.

Housing:
The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
The new Police Precinct will support expanding neighborhood housing and rapidly growing population. Quality housing options are an essential building-block for the growth and maintenance of a strong, healthy, and diverse city. New housing is directed to locations served by public transit, historic commercial avenues, and the city's many natural amenities. The City of Minneapolis continues to support policies of growth, and the growing population has contributed to higher quality city services, improved neighborhood business districts, and an increasingly vibrant and active urban landscape.

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.
City operations are often at risk of being inadequate to provide the increasing level of services and security that are necessary to maintain a high quality of life in the many parts of our growing and changing city. This is disconcerting because the City's ability to adequately provide the necessary services and security have a direct impact on resident and business decisions to relocate, remain, or expand in Minneapolis. City residents and businesses alike, have consistently ranked services and safety as being the key factors in their decision to live and work in Minneapolis.

Public Services:

The City prioritizes reliable and equitable access to high-quality public services.
The City works diligently to provide adequate and equitable services to all neighborhoods. To achieve these objectives, Finance & Property Services (FPS) strives to provide the high-quality services to everyone, in both an efficient and transparent manner. For instance, FPS follows the City's purchasing procedures to ensure fair and equitable selection of high-quality service providers. Moreover, the department's detailed project accounting ensures that services are carefully managed by an approved policies and budget parameter that ensure reliable, cost effective 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.
The City of Minneapolis is a national leader in sustainability. This is achieved through the City's many mission policies that ensure it minimizes its ecological footprint and conservative use of natural resources to grow and support a healthy economy. All Finance & Property Services' (FPS) departmental efforts and purchases are in accordance with the City's sustainability guidelines. Whenever performing the department's ongoing operations, FPS continuously strives to improve environmental performance by reducing waste in every project.

Built Environment & Transportation:
The City prioritizes high quality neighborhoods, streets, infrastructure, and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of a new Police Precinct No. 1 benefits City residents through improved and more equitable access to public safety services.
Providing a variety of easily accessible and safe modes of transportation is vital to the city's social, economic, and environmental health. Finance & Property Services (FPS) recognizes the key role that equitable access to transportation has in meeting both high levels of sustainability and quality of life. For instance, reducing carbon dioxide emissions to improve air quality maximizes community health. Likewise, ensuring that every neighborhood has safe access to multimodal transportation options provides a flexible network and secure continuity of alternative transportation services. The City continues to encourage investment in an interconnected multimodal transportation network that supports sustainable growth, safety, and always ensures the continuity of transportation services.

Public Health:
The City Prioritizes positive youth development so that all children can grow healthy and safe.
The design of the new Police Precinct No. 1 would prioritize opportunities for youth engagement through the creation of public community and meeting space(s), improved accessibility, provide public parking, and ensure rapid response to youth safety issues. The new Police Precinct will increase the health and safety of all children through a variety of youth services, better position the precinct near event venues, and provide greater ability to pursue youth engagement programs. The project also furthers the City's environmental sustainability goals by reducing disease-causing environmental factors and healthier work and service space environments. The new precinct will significantly advance the City's priorities to ensure youth safety and healthy, positive environments for youth development.

Arts and Culture:
The new Police Precinct will incorporate the arts into the new project, by partnering with the City of Minneapolis's Public Art Program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Central community is 32.5% BIPOC.

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD

Describe the engagement and what have you learned?

TBD

Analysis

How does the outcome for this project help the city achieve racial equity?

TBD

Additional Information

The current Police Precinct No. 1 location is in the middle of one of the most active entertainment areas. As a result, adjacent streets become gridlocked when bars close, and the alley access to the Precinct significantly hinders the officers' ability to deploy. Often, delivery vehicles servicing neighboring local businesses block squad car ingress and egress. Current parking for squads and personal vehicles is also not secure. Frequently, officers must transport weapons, including long guns, on the City streets from the station to their squad cars two blocks away in Ramp-B, sometimes late at night.

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City of Minneapolis

MPD05 - 4th Police Precinct

Project Details:

Project Start Date: 2021
Estimated Project Completion Date: 2028
Ongoing Program: No
Current Phase: Planning
Level of Need: Significant
Department Priority: 4 of 4

Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolismn.gov
Website: none
Prior year(s) bond authorization amount: $100,000

Project Location:

Address: TBD
City Sector: North Side Area
Affected Neighborhoods: Lind-Bohanon, Shingle Creek, Humboldt, Victory, Weber–Camden, Camden industrial, Cleveland, Folwell, McKinley, Jordan, Hawthorne, Near-North, Willard-Hay, Harrison, Bryn-Mahr, and Sumner - Glenwood
Affected Wards: Wards 4, 5, and 7
Description of Location: TBD

Project Description

This Project will plan, design, and construct a new Police Precinct No. 4 on property to be identified and acquired in the Northwest area of the City that it serves. Accommodations will be required, either through lease or construction, for secure parking spaces.

Purpose and Justification

The current Precinct Station No. 4 is located at 1925 Plymouth Avenue North. The station built originally in 1988 is a two-story stucco building including a finished basement. The total area of the station is approximately 28,540 square feet. The Precinct Station serves the Northwest neighborhoods of Minneapolis.

The neighborhoods that Precinct No. 4 serves have grown considerably in the past 5 years and are on track for continued growth.

The configuration of the current Precinct Station No. 4 is no longer adequate to serve today's police department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility.

There are currently 129 staff at the Fourth Precinct. Additional currently unmet needs include:
• Separate space so that Crime Prevention Specialists and Navigators have separate space from investigations
• Smaller meeting space near front entrance for smaller meetings or drop-in meeting needs if a community member does not want to meet in an interview room.
• Mother's Room should be located near the locker room; more private space is needed.

Technology - A camera or digital room for viewing community safety camera footage.
Roll Call Room – Larger space to accommodate additional staff, in addition to enough room for shift meetings/training.
Handicap Accessibility – Inside the precinct, it is not handicapped accessible as there are three floors without ramps or an elevator. Outside of the precinct, because of the high concrete bike lane in front of the precinct entrance, the elderly and those with mobility issues have a difficult time reaching the precinct's public entrance as they have to cross a busy street from the lot across the street.

Locker Rooms – Enough lockers to accommodate a growing number of staff. Lockers that are large enough to fit equipment including electrical for charging city required equipment.

Cot Room – Expand so there are multiple beds, perhaps two separate rooms so that staff would not

have quite so many people sleeping in the same space.

Community Room – large enough to accommodate the needs of the community.

The current precinct is not very accessible for both MPD staff and the public, so a more central location that provides better access is desirable and will also improve response times. The facility should also be flexible to meet future staff and technology needs, as the future will undoubtedly bring many changes to the operation of the building from the way MPD operates now.

This project will meet the current and anticipated future needs of the Minneapolis Police Department in this geographic portion of the City. The new station and parking will be planned to accommodate multiple overlapping shifts of 129 officers plus future growth.

The building will be designed, constructed, and commissioned utilizing current City of Minneapolis Sustainability standards.

Location is yet to be determined but would ideally be more central to the area served.

Project Cost Breakdown

MPD05

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$3,096,154	$3,146,154	$6,792,308	$1,807,692	$0
Design and Project Management	$0	$0	$750,000	$500,000	$400,000	$100,000	$0
Furniture, Fixtures, and Equipment	$0	$0	$0	$200,000	$500,000	$400,000	$0
General Overhead	$0	$0	$153,846	$153,846	$307,692	$92,308	$0
TOTAL	**$0**	**$0**	**$4,000,000**	**$4,000,000**	**$8,000,000**	**$2,400,000**	**$0**

Submitting Agency Funding Request

MPD05

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Transfers	$0	$0	$4,000,000	$4,000,000	$8,000,000	$2,400,000	$0
TOTAL	**$0**	**$0**	**$4,000,000**	**$4,000,000**	**$8,000,000**	**$2,400,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The building is functionally obsolescent and no longer meets the MPD space program needs. It is in ok shape for a different future use.

What is the expected useful life of the project/improvement?

50 - 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD based on location and timeline.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This facility is and will continue to be a City owned and operated facility.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

None
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None identified at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other sources of funding have not been applied for at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Property Services will work with Community Planning and Economic Development (CPED), and MPD to identify and analyze potential sites.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

Staff from the Community Planning and Economic Development (CPED) department will assist in the identification of appropriate development opportunities for the existing Precinct Station No. 4 site for private use.

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes (scope unknown at this time)

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD as the location is yet to be determined.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Location is yet to be determined.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Location yet to be determined; but yes, new location could provide for multiple means of in/egress to enhance safety and response time.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

TBD, likely stay similar or slightly increase with the increased square footage

What is the estimated annual operating cost increase or (decrease) for this project?
Increase

Year that Operating Incr/(Decr) will take effect?
2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Newly constructed police stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the officers, staff, and the citizens served. Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned daily. Property Services will continue to perform the cleaning of the station therefore there will not be any financial offset.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This facility will be a City owned and operated facility as with the other existing MPD Facilities.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No bonds have yet been spent.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

A site will be identified, vetted and acquired (if needed) by the City within two-three years. In cooperation with the planned development project at the existing site, a new police precinct station will be designed and built within the following two years, at which time the existing precinct station will be ceded to CPED for redevelopment.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Cost estimates are not based on an actual design. The City will hire an outside consultant who has constructed several police stations in recent years and will utilize their market data to update project estimates.

The project does not include any cost for acquiring property, as a location has not yet been identified and it is unknown at this time. Projects of this type are typically completed over a two - three-year period with planning and design completed in the first year and construction in the second year.

and with major building systems replacement starting in the 25th year of operation.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:
Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to Police services, and uniquely inviting. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.
Public Services:
The City prioritizes reliable and equitable access to high-quality public services.
The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by- project accounting ensures each project has a carefully managed budget.
Built Environment &Transportation:
The City prioritizes high quality neighborhoods, streets, infrastructure, and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of a new Police Station will benefit the City residents through improved and equitable access to safety services provided.
Transportation is vital to the city’s social, economic, and environmental health. The City recognizes the key role of transportation in meeting the City’s sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi- modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Community and Camden Community

CBR editors should fill this in with stats from affected neighborhoods here:
https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Near North community is 77% BIPOC, and the Camden community is 57% BIPOC

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD as this project does not have a site.

Describe the engagement and what have you learned?

TBD

Analysis

How does the outcome for this project help the city achieve racial equity?

TBD

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

MPD06 - 3rd Police Precinct

Project Details:

Project Start Date: 2023
Estimated Project Completion Date: 2025
Ongoing Program: No
Current Phase: Planning
Level of Need: Significant
Department Priority: 2 of 3

Submitting Agency: Finance & Property Services
Contact Person: Barbara O'Brien
Contact Phone Number: 612-673-3787
Contact Email:
chrbarbara.obrien@minneapolismn.gov
Website: N/A
Prior year(s) bond authorization amount: $0

Project Location:

Address: TBD
City Sector: East
Affected Neighborhoods: Longfellow, Seward, Cooper, Howe, Standish, East Phillips, Hiawatha, Ericsson, Keewaydin, Minnehaha, Morris Park, Wenonah
Affected Wards: Ward 9, 2, and 12
Description of Location: Final location has not been determined.

Project Description

This Project will plan, design, and construct a new Police Precinct No. 3 on property to be identified and acquired in the Southeast area of the City that it serves. Accommodations will be required, either through lease or construction, for secure parking spaces.

Purpose and Justification

The existing Police Precinct No. 3 is located at 3000 Minnehaha Ave. The station built originally in 1984 with a major renovation in 2004. The Precinct serves the East and Southeast neighborhoods of Minneapolis. The existing 3rd Precinct is approximately 35,000 square feet.

The neighborhoods that Precinct No. 3 serves have grown considerably and are on track for continued growth.

The configuration of the current Police Precinct No. 3 sustained considerable damage in 2020 and needs to be renovated or re-built of re-located. This project would include a site selection, design and construction phase for this project that would further identify the location, scope and budget for this project.

Project Cost Breakdown

MPD06

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$5,269,231	$8,484,615	$0	$0	$0	$0
Design and Project Management	$480,770	$300,000	$250,000	$0	$0	$0	$0
General Overhead	$19,230	$230,769	$365,385	$0	$0	$0	$0
Furniture, Fixtures, and Equipment	$0	$200,000	$400,000	$0	$0	$0	$0
TOTAL	**$500,000**	**$6,000,000**	**$9,500,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

MPD06

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$500,000	$6,000,000	$9,500,000	$0	$0	$0	$0
TOTAL	**$500,000**	**$6,000,000**	**$9,500,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)t
Is this request a new capital project or an existing project? New / Existing
If the project is an existing asset, what is the observed remaining life of the asset? TBD

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Existing facility needs renovation or this Precinct needs to be reloacted.

What is the expected useful life of the project/improvement?

TBD

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD based on location and timeline.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This facility is and will continue to be a City-owned and operated facility.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

TBD
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grants have been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

TBD

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

TBD

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

TBD

Economic Development

Will the project contribute to growth in the City's tax base?
TBD

Describe the economic development impact of the project:

TBD

Does the project support redevelopment opportunity that without the project would be infeasible?

TBD

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Include details here.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Location is still TBD

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Include details here.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

TBD, Maintain Current

What is the estimated annual operating cost increase or (decrease) for this project?
Location and scope are still TBD

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Location and scope are still TBD

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

TBD

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

TBD

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Location and scope are still TBD

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Site determination, design and construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Location and scope are still TBD

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Housing:
The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:
New Police Precinct will support housing and neighborhoods that are continuing to grow at a rapid pace. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development:
The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current City operations are becoming in-adequate to provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate safety as having extremely high importance to their quality of life.

Public Services:
The City prioritizes reliable and equitable access to high-quality public services.
The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by- project accounting ensures each project has a carefully managed budget.

Environmental Justice:
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water, and air.
Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. All purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project.

Built Environment & Transportation:
The City prioritizes high quality neighborhoods, streets, infrastructure, and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction of a new Police Precinct will benefit the City residents through improved and equitable access to safety services provided.
Transportation is vital to the city's social, economic, and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi- modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe.
The new Police Precinct design would allow for public access to a community space; improved parking options; and multiple in/egress points for rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City Prioritizes positive youth development so that all children can grow healthy and safe:
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Longfellow Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Longfellow community is 30% BIPOC

What data is available or missing? How can you obtain additional data?

TBD

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD, as the location and scope are still not defined.

Describe the engagement and what have you learned?

TBD

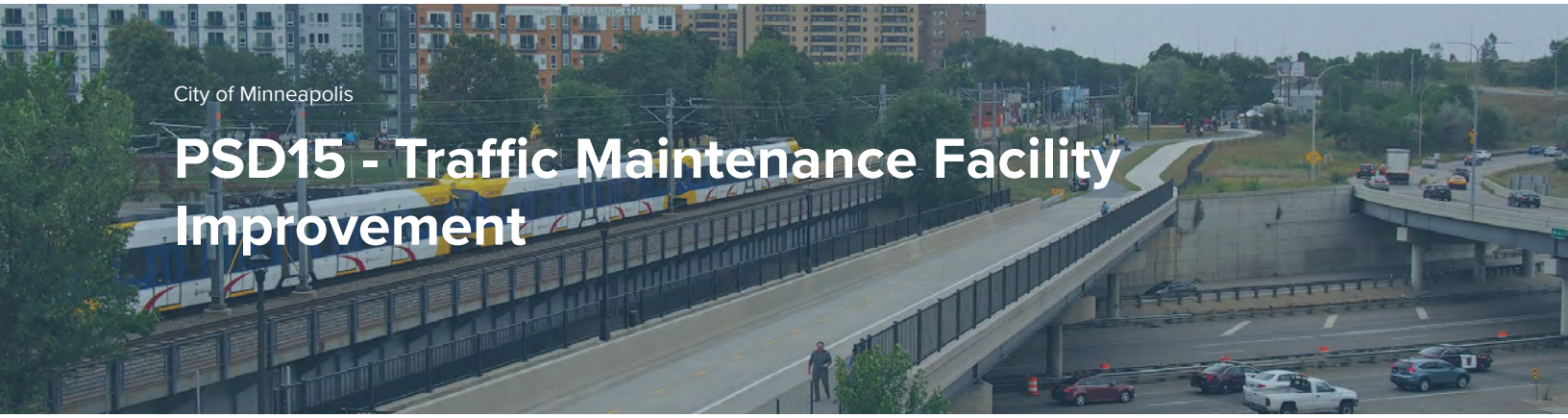
Analysis

How does the outcome for this project help the city achieve racial equity?

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PSD15 - Traffic Maintenance Facility Improvement

Project Details:

Project Start Date: 2025
Estimated Project Completion Date: 2027
Ongoing Program: No
Current Phase: Planning
Level of Need:
Desirable
Department Priority: 4 of 6

Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolimn.gov
Website: N/A
Prior year(s) bond authorization amount: $0

Project Location:

Address: 300 Border Ave
City Sector: Downtown
Affected Neighborhoods: North Loop
Affected Wards: Ward 5
Description of Location: East of the Minneapolis Farmers Market, along Border Avenue

Project Description

The scope of the project is a phased renovation envisioned to replace the heating, ventilation, air conditioning (HVAC), ceilings and lighting, electrical distribution, life-safety systems, roofing, code and ADA deficiencies for the building. Phase 1 of the project was completed in 2015.

Purpose and Justification

The Traffic Maintenance facility is home to the Public Works Traffic Management and Maintenance staff, who are responsible for the daily maintenance of street and signal lighting, traffic markings and signage, and overall traffic management strategies. The facility houses the multi-million-dollar traffic management system.
The Traffic Maintenance facility is approximately 63,700 square feet on two levels. Of the total square footage approximately 20,000 is for vehicular storage, 22,000 is shop/repair, 11,000 is parts storage/inventory and the remainder is office and meeting space. The Traffic Maintenance facility was built in two phases, the original in 1961 and the North addition in 1970.
The majority of the building systems are original to the construction of the building and have far exceeded their intended life. The systems are not energy efficient and are basically obsolete, as repair and replacement parts are difficult to acquire.

Project Visuals and Map



Project Cost Breakdown

PSD15

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$92,308	$1,798,077	$1,848,077	$0	$0
Design and Project Management	$0	$0	$100,000	$75,000	$50,000	$0	$0
General Overhead	$0	$0	$20,000	$76,923	$76,923	$0	$0
Furniture, Fixtures, and Equipment	$0	$0	$7,692	$50,000	$25,000	$0	$0
TOTAL	**$0**	**$0**	**$220,000**	**$2,000,000**	**$2,000,000**	**$0**	**$0**

Submitting Agency Funding Request

PSD15

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$220,000	$2,000,000	$2,000,000	$0	$0
TOTAL	**$0**	**$0**	**$220,000**	**$2,000,000**	**$2,000,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 20 years or more

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The original building was constructed in 1961 and the North addition in 1970. The original systems are at or beyond their expected life.

What is the expected useful life of the project/improvement?

30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

There may be additional repair costs to existing equipment.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The Traffic Maintenance Facility is a City owned and operated facility.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

TBD
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Grants or other non-City funding has not been secured for this project. This project will qualify for rebates from Xcel and CenterPoint Energy.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Facility improvements to mechanical and electrical systems will likely be eligible for utility rebates and those rebates will be pursued during the design and construction phases of the project.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

None

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This project will be adjacent to the Royalston LRT station but does not involve any exterior improvements, only interior and life safety improvements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Reduce operating costs.

What is the estimated annual operating cost increase or (decrease) for this project?
See description below.

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Renovated buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. The systems are more energy efficient (approximately 30%) and also bring more fresh air, exhaust harmful pollutants, and control temperature and humidity with more precision. Having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a renovated facility should be at least 25-30 years with a small incremental capital investment starting at approximately the 10th year of operations.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No current funding, no bonds have been sold.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Phase I was completed in early 2015. Phase II design and construction is proposed for 2025 with final completion planned for spring of 2027.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Project is scalable but is planned to be completed in one final phase.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:
Collaborative and community-inclusive strategies to ensure safety for all members of our community:
All neighborhoods are safe, healthy, have access to safety services as necessary. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing:
The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing:
Project will support housing and neighborhoods throughout the City that require services provided. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development:
The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
Current City operations provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services:
The City prioritizes reliable and equitable access to high-quality public services.
The City's Infrastructure is managed and improved for current and future needs. City operations are efficient, effective, results-driven, and customer-focused. This project helps to ensure the safety, security, reliability, and preservation of a key government, neighborhood, and citizen asset.

Environmental Justice:
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment and Transportation:
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
The design and construction (remodel) will benefit the City residents through improved and equitable access to services provided. Transportation is vital to the city's social, economic, and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi- modal transportation system that supports sustainable growth.

Public Health:
The City prioritizes positive youth development so that all children can grow healthy and safe.
Through thoughtful design and construction, positive and safe service, which are the current goal, will be enhanced. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:
The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.
The arts community in Minneapolis has a long tradition of grassroots arts activity and is nationally recognized for the dynamism and creativity of arts-related events in the city.
The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Central community is 32.5% BIPOC.

What data is available or missing? How can you obtain additional data?

Data has been provided with information on the residents, households, and workforce that make up Central Community. This allows us to understand who makes up the community as well as the quality of life.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

Phase 1 investment could not wait due to major systems failure.
Investment in this facility was deferred for more than a decade due to the potential for other large-scale sports facilities being studied (Target Field and US Bank Stadium). There may be redevelopment potential in this area related to LRT development ultimately, this location and site may not be the long-term home for this City operation. If it is determined that the facility will remain at its current location, the final phase of the Project will be contingent upon the future land use of the neighboring properties. Cost Estimates may also increase for Phase 2 due to escalation and the potential for exterior and site improvements that will compatible with new Development.

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City of Minneapolis

PSD16 - Farmer’s Market Improvements

Project Details:

Project Start Date: 2023
Estimated Project Completion Date: 2024
Ongoing Program: N
Current Phase: Planning
Level of Need: Desirable
Department Priority: 6 of 6

Submitting Agency: Finance & Property Services
Contact Person: Kyle Erickson
Contact Phone Number: 612-673-3387
Contact Email: kyle.erickson@minneapolismn.gov
Website: N/A
Prior year(s) bond authorization amount: $0

Project Location:

Address: 300 Lakeside Avenue
City Sector: Downtown
Affected Neighborhoods: North Loop
Affected Wards: Ward 5
Description of Location: Minneapolis Farmer Market

Project Description

The project is to make capital improvements to the market site to improve flow, function and safe operation of the site, address ADA deficiencies, and increase the number of vendor stalls available to promote Homegrown Minneapolis participation. The project also envisions expanding the market to provide for a year-round indoor market and to connect the market to future redevelopment of the neighborhood and to the new light rail station on Royalston Avenue. The proposed improvements would look to partner with a solar installation.

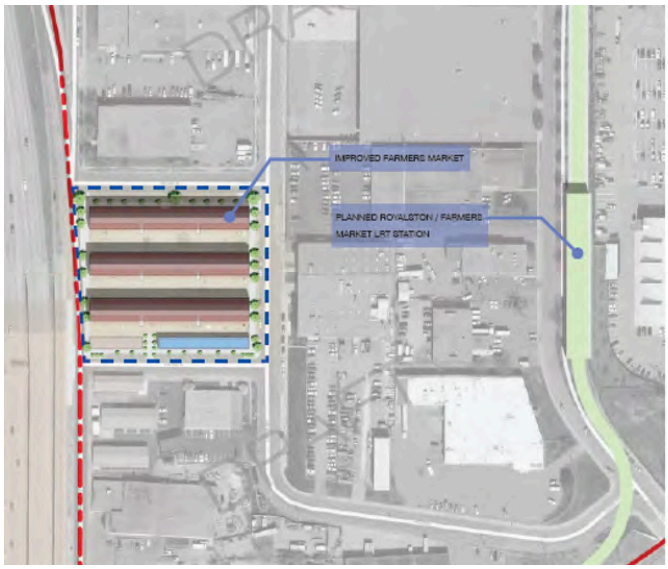
Purpose and Justification

The Minneapolis Farmer's Market is an important local and regional asset. The Market is nationally recognized and is often rated amongst the top ten markets in the country. The market, with the exception of replacing the shed roofs and painting, has remained in its basic form for its 75 years of existence. The current structure was constructed for a wholesale activity versus the retail format that exists today.

With the likely redevelopment of the neighborhood, updating and expanding the market will need to be part of that overall redevelopment plan in order to be designed and implemented in a proactive vs reactive manner.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PSD16

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$3,976,923	$3,976,923	$0	$0	$0	$0
Design and Project Management	$0	$350,000	$350,000	$0	$0	$0	$0
General Overhead	$0	$173,077	$173,077	$0	$0	$0	$0
TOTAL	**$0**	**$4,500,000**	**$4,500,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PSD16

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$2,500,000	$2,500,000	$0	$0	$0	$0
Miscellaneous	$0	$2,000,000	$2,000,000	$0	$0	$0	$0
TOTAL	**$0**	**$4,500,000**	**$4,500,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
Approximately 5-10 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The facility is dated and in need of modern facilities that include ADA compliance, updated restrooms, additional power, and food storage/ refrigeration.

What is the expected useful life of the project/improvement?

20-50 years depending upon project scope.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

City owned and operated facility in partnership with the Minneapolis Farmers Market. The Minneapolis Farmers Market is responsible for the operating costs.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

TBD
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None secured yet.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant or other non-City funding has not been secured for this project. Several grants and private sources of revenue have supported the operation of the market but not capital improvements. The Central Minnesota Vegetable Growers Association and other key partners will need to develop a financing and sustainable business plan in order for this project to proceed. The proposed improvements would look to partner with a solar installation.
Some amount of public investment may still be required.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Central Minnesota Vegetable Growers Association (Business Process Improvement) (design review and input)
Homegrown Minneapolis (locally grown and processed foods)
Hennepin County (Electronic Benefits Transfer program)
Describe any inclusion of public art with the project or collaboration with Art in Public Places:

TBD

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

This project is viewed to be completed in partnership with redevelopment in this portion of the City. Timing of the redevelopment will likely be in parallel with the Southwest Light Rail construction and the Royalston Station.

Does the project support redevelopment opportunity that without the project would be infeasible?

No, but this project supports and enhances redevelopment.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the indoor market is envisioned to be directly across from the Royalston Station.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, enhanced sidewalks and ADA access improvements along Border Avenue (as part of the Southwest Light Rail Project).

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Likely increase operating cost.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD based on final scope

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

It is anticipated that any increase in operating costs will be funded through rental fees paid by the growers.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The intent of this project is to develop partnerships that will provide up-front financing that will reduce the burden of debt and operating costs. Vendors will lease spaces and pay rents to offset the new operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a new facility should be at least 25 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Current efforts are focused on bringing in upgraded electric, water, sewer and data infrastructure to the existing open air market to provide for immediate regulatory requirements and to provide for the utility needs for the future restroom and multipurpose facility on that block. Funding for future scope of work (including the indoor market) has not been requested at this time in order to be able to form partnerships and plans for the future.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Completion of this project was originally envisioned for 2019 with the opening of the Royalston station and the Southwest Light Rail line. With project delays, staff will concentrate on current needs while redevelopment plans for the area come forward for consideration.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Funding and project delivery is somewhat flexible at this time but is was preferred for 2023 while right-of way improvements are being constructed. Long term funding commitment from the City is critical to get private partnerships to fund the balance of the project.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - Collaborative and community-inclusive strategies to ensure safety for all members of our community:

All neighborhoods are safe, healthy, have access to fresh and nutritious foods. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

The Farmers Market supports equitable access to safe, fresh and nutritious foods, which in turn support equitable housing options. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Current operations are inadequate to provide services to a successful and growing market for fresh foods. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows

the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by- project accounting ensures each project has a carefully managed budget.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. The Farmers Market is a perfect example of the City's goal towards environmental justice. Bringing nutritious foods directly to the neighborhoods that may
not have access to such produce is a practice of sustainability.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The design and construction of a new restrooms, upgraded electrical service, and ADA compliant curb cuts will benefit the City residents through improved and equitable access to services provided. Transportation is vital to the city’s social, economic and environmental health. The City recognizes the key role of transportation in meeting the City’s sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi- modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Improving facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

The arts community in Minneapolis has a long tradition of grassroots arts activity and is nationally recognized for the dynamism and creativity of arts-related events in the city. The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis’s public art program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

This community is 32.5% BIPOC.

What data is available or missing? How can you obtain additional data?

Data has been provided with information on the residents, households, and workforce that make up Central Community. This allows us to understand who makes up the community as well as the quality of life.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

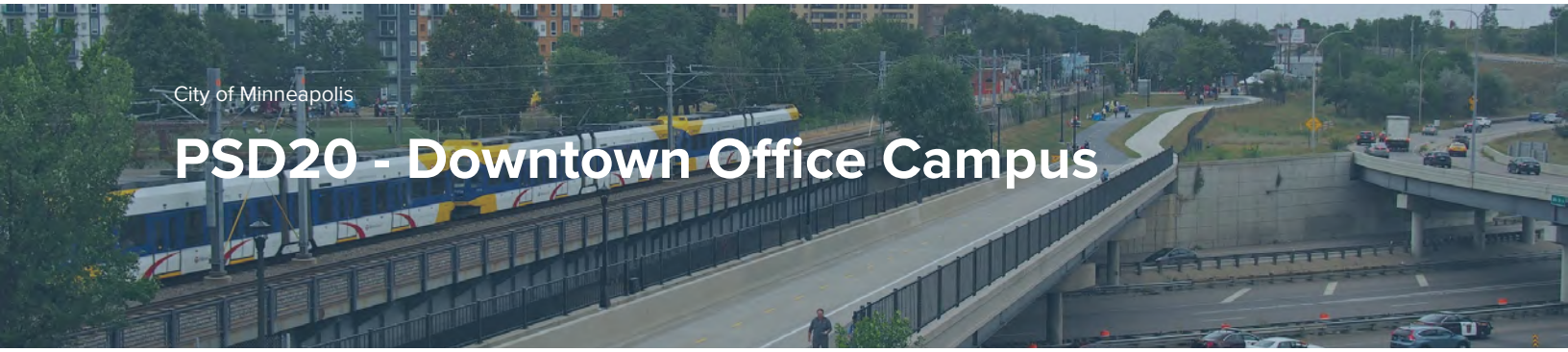
How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

With resident population growing in the Downtown and North Loop neighborhoods, the customer base is strong. Also, with the Southwest light rail transit line and transit station), to be located in the area, access to a larger population within the City and region is envisioned. The redevelopment envisioned for the properties adjacent to the market will make the economic potential for an extended (or year-round) market more viable.

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City of Minneapolis

PSD20 - Downtown Office Campus

Project Details:

Project Start Date: 2018
Estimated Project Completion Date: 2026
Ongoing Program: N
Current Phase: Design & Construction
Level of Need: Critical
Department Priority: 1 of 6

Submitting Agency: Finance & Property Services
Contact Person: Barbara O'Brien/Raymond Dehn
Contact Phone Number:
barbara.obrien@minneapolismn.gov
Contact Email: barbara.obrien@minneapolismn.gov
Website: N/A
Prior year(s) bond authorization amount:

Project Location:

Address: 350 South 5th Street 505 4th Avenue South
City Sector: Downtown
Affected Neighborhoods: Downtown West
Affected Wards: Ward 7
Description of Location: New Public Service Building City hall Restack Project

Project Description

This project will include renovation of the City offices located in City Hall to accommodate departments that will be moving into City Hall from leased and owned buildings dispersed across downtown.

Purpose and Justification

The purpose is to strategically co-locate City employees in order to offer the highest quality of service to the public, reduce the overall City real estate footprint, and provide effective space for the diverse needs of employees. City Hall has served residents and businesses for over 100 years and needs to be updated to function well for the next century. City-owned buildings (City of Lakes and Public Service Center) were built in the 1950s and do not meet basic functionality or density requirements for a downtown workspace. Other leased office space is scattered around downtown. Businesses and residents looking for City services often need to visit several locations to meet with staff from various departments. This is neither a welcoming nor efficient environment.

City Hall renovations are needed to accommodate departments and parts of departments moving from leased/owned buildings downtown into City Hall. The largest of groups of employees moving into City Hall are Human Resources, Assessor's Office, and Neighborhood and Community Relations. Space in City Hall will be renovated to similar standards of the more collaborative design of the new Public Services Building. Parts of departments currently within City Hall will be relocated to other parts of City Hall to enhance strategic adjacencies. For example, payroll is expected to move closer to Finance and the Chief Operations Officer and Public Service Department will have a more cohesive space to better serve the enterprise.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PSD20

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$5,876,923	$7,178,923	$2,113,000	$961,538	$0	$0	$0
Furniture, Fixtures, and Equipment	$300,000	$3,548,000	$1,222,000	$0	$0	$0	$0
Design and Project Management	$650,000	$1,100,000	$415,000	$0	$0	$0	$0
General Overhead	$273,077	$473,077	$150,000	$38,462	$0	$0	$0
TOTAL	**$7,100,000**	**$12,300,000**	**$3,900,000**	**$1,000,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PSD20

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$7,100,000	$12,300,000	$3,900,000	$1,000,000	$0	$0	$0
TOTAL	**$7,100,000**	**$12,300,000**	**$3,900,000**	**$1,000,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MBC owns and operates the City Hall Building.

What is the expected useful life of the project/improvement?

50 Years Plus

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

In process/ N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City and Hennepin County both pay operating cost of City Hall.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Updating of Electrical and HVAC systems that have reached or exceeded their current useful life.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grants have been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

No new outside project partners. The City and County collaborate on a number of initiatives such as the Youth Coordinating Board, Juvenile Supervision Center and the Municipal Building Commission.
These collaborations will be enhanced by new and renovated facilities.
Describe any inclusion of public art with the project or collaboration with Art in Public Places:

The budget includes $280,000 for public art projects in the public spaces of all floors of the new building and renovation.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

The City will be selling two buildings, the old Public Service Center and the City of Lakes buildings. The redevelopment of these parcels are expected to result in more than $200,000,000 of new market value to the City

Does the project support redevelopment opportunity that without the project would be infeasible?

The City buildings that will no longer be utilized and are to be sold are a much lower density than the buildings that are expected to be built in their place. In addition to increased tax revenues, the redevelopment of the City buildings will better utilize downtown infrastructure.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Both of these facilities are adjacent to the Government Center Plaza LRT station, buss lien and bikeways.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Nothing further will be built at this time.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No further exterior construction as part of the remaining project scope.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The City Hall Portion of the project should maintain existing cost.

What is the estimated annual operating cost increase or (decrease) for this project?
$0

Year that Operating Incr/(Decr) will take effect?
Ongoing

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

NA for remaining City Hall renovation (separate Life Safety projects improve occupant conditions and utility efficiencies).

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The operating costs of the City Hall renovation will be less than leasing and operating costs of the existing City workplaces in the public and private buildings.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The City Hall renovations' first phase is complete, concurrent with MBC's Life Safety 18 and 19 projects, with phases 1&2 nearing completion of construction and 3 in the design stage.
The first phase relocates HR and the Assessor from the Public Service Center and City of Lakes buildings to free them up for development.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The City Hall renovations started construction in early 2021 and be completed within three to four years, depending upon the ability of the MBC to complete its portion of the life/safety improvements for some of the space to be renovated.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

None: this work is needed to update City Hall work environments and to bring the City Hall office space to a similar condition as the new Public Office Building. Ultimately it free up the Public Service Center/City of Lakes block for development. work is needed to free up the Public Service Center/City of Lakes block for development.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Built Environment & Transportation:
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.
This new building and the reorganization of City Hall will reduce confusion among residents and visitors seeking to use City services related to permits, licenses, financing, and public safety.

Public Safety:
Collaborative and community-inclusive strategies to ensure safety for all members of our community:
City Hall renovations will improve working conditions for staff and access for the public.

Public Services:
The City prioritizes reliable and equitable access to high-quality public services.
The new building and City Hall renovation will reduce confusion among residents and visitors seeking to use City services related to permits, licenses, financing, and public safety.

Arts and Culture:
The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
The budget includes $2 million for public art projects in the public spaces of all floors of the new building and renovation.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Central Community is 32.5% BIPOC.

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

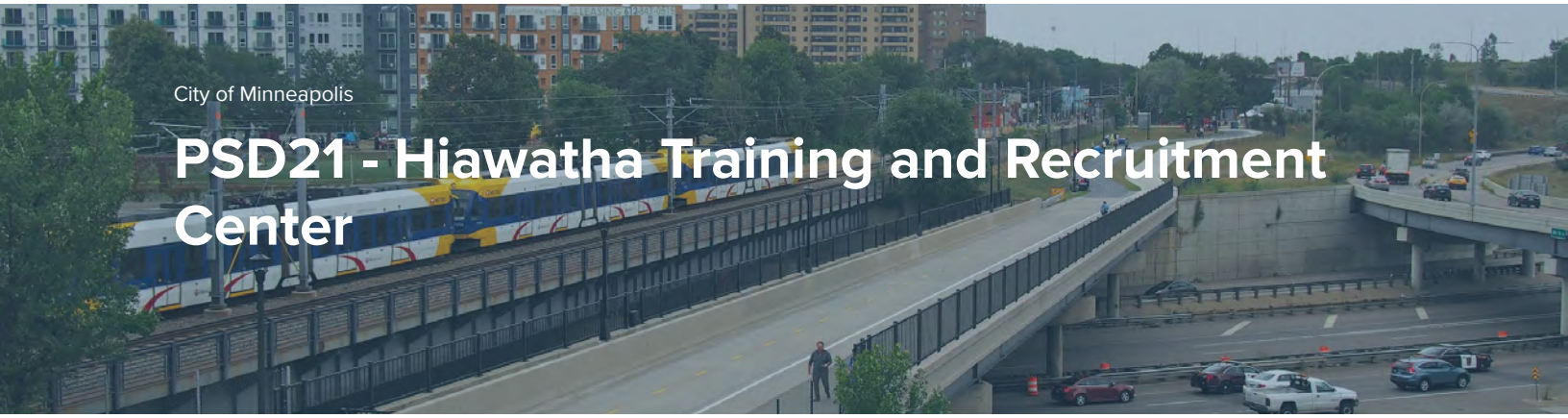
How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PSD21 - Hiawatha Training and Recruitment Center

Project Details:

Project Start Date: 2019
Estimated Project Completion Date: 2027
Ongoing Program: No
Current Phase: Design
Level of Need: Critical
Department Priority: 2 of 6

Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolimn.gov
Website: N/A
Prior year(s) bond authorization amount:
$2,456,000

Project Location:

Address: 1860 28th Street East
City Sector: Southwest
Affected Neighborhoods: Phillips, Seward
Affected Wards: Ward 9
Description of Location: Southwest corner of Hiawatha Maintenance Facility Campus was the planned site but that has been put on hold as of October 2021.

Project Description

This project proposes the design and construction of a Training and Recruitment center for the Public Works Field Operations trades groups.

Purpose and Justification

In December 2019, the Hiawatha Maintenance Facility Campus Expansion Master Plan was approved by Council, with Staff Direction to include a new Training and Recruitment Center. The new Training and Recruitment Center will be programmed and developed with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services. This new center will better facilitate and encourage local neighborhood hiring as well as provide space for local business incubators. Classrooms, pre-function, and lobby space will be made available for a variety community uses.

Project Cost Breakdown

PSD21

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$6,272,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$6,272,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PSD21

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$6,272,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$6,272,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?
N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
N/A

What is the expected useful life of the project/improvement?
50 - 75 Years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
TBD

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
TBD
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
N/A

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grants have been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The new Training and Recruitment Center will be programmed and developed with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

This project would look to partner with the City Public Art program.

Economic Development

Will the project contribute to growth in the City's tax base?

Yes

Describe the economic development impact of the project:

The shoudl help with additional living wage jobs for residetns of Minneapolis.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This project will be adjacent to the Hiawatha LRT and Greenway. Pedestrian and bicycle safety will be enhanced through design.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Existing pedestrian and bicycle paths will be supported and improved.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
TBD

What is the estimated annual operating cost increase or (decrease) for this project?
Increase, TBD Based on Design

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
TBD based on future design

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Operating costs will be paid through cooperative agreements between local Labor Unions, Public Works and local neighborhood organizations, yet to be negotiated.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Design has begun but was postponed and site selection is now in consideration, construction would hopefully start in late 2026 and be completed in 2027.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Design had started for a site at the Hiawatha Public Works facility but had been postponed in 2021. No site selection is under consideration.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
Design, Site Selection, Construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
The project funding need will vary depending on final location and scope.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Economic Development
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The facility will be designed and built in accordance with current City of Minneapolis Sustainability Policy and standards. The Facility will also be designed to accommodate solar collectors on the roof.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.
Phillips Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?
This Phillips community is 70.7% BIPOC

What data is available or missing? How can you obtain additional data?
N/A

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
N/A

Describe the engagement and what have you learned?
N/A

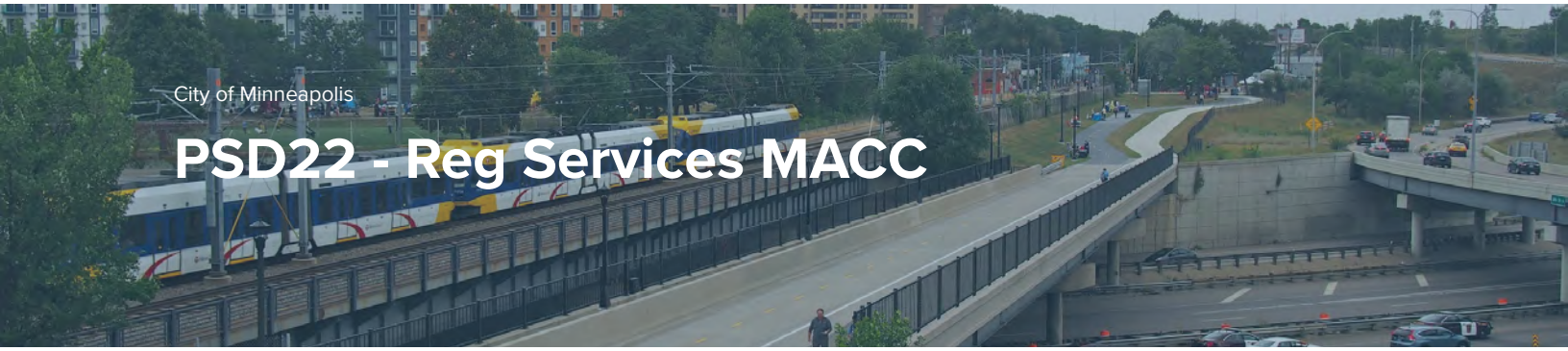
Analysis

How does the outcome for this project help the city achieve racial equity?
N/A

Additional Information

Project site location and scope are still to be confirmed as direction on this protion of the project has changed over the past 18 - 24 months.

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City of Minneapolis

PSD22 - Reg Services MACC

Project Details:

Project Start Date: 2022
Estimated Project Completion Date: 2027
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 5 of 6

Submitting Agency: Finance & Property Services
Contact Person: Kyle Erickson
Contact Phone Number: 612-673-3387
Contact Email: kyle.erickson@minneapolismn.gov
Website: N/A
Prior year(s) bond authorization amount: $50.000

Project Location:

Address: 212 17th Avenue North
City Sector: North
Affected Neighborhoods: All
Affected Wards: Ward 5
Description of Location: Existing Animal Care and Control Facility

Project Description

This project would consist of an additional or renovation project to address current deficiencies of the current Minneapolis Animal Care and Control Facility.

Purpose and Justification

The Minneapolis Animal Care and Control facility (MACC), is an open admission full-service shelter for stray dogs, cats, and other more exotic animals. The shelter was built in 2003 and has 21,100 ft.^{2}.

Since the facility's opening in 2003, MACC's work has expanded, and current needs have outgrown the space. Small revisions have been made to provide better accessibility and accommodate additional staff and services. Many needs of current activities are unmet in the current space including: quarantine areas, sterile surgery space, investigative office space, storage, conference and meeting rooms, air circulation and HVAC, storage for exotic animals, security for staff, office space for animal control officers, adequate outdoor play areas, separate spaces for animals being picked up, surrendered and adopted - separate from counter space for people paying fines and purchasing license and permits.

The space has not kept up with MACC’s expanding work. Staff and customer safety is an issue in the current shelter. The space does not allow for front desk security and staff are unable to restrict movement in the shelter. There are often dangerous animals coming in and going out of the small lobby while animal adoptions or surrenders are occurring. The space lacks office space for investigations.

The MACC shelter built in 2003 does not suit the needs of MACC today, including staff veterinarians performing surgeries and numerous medical procedures. Additionally, the investigations team works with MPD to prosecute animal crimes. Their partnerships with volunteers and the public enable them to broaden their reach, and the demand for kenneling in both the number and species of animals has multiplied. MACC is seen as a regional resource and regularly called on to help in hoarding and investigations. The mandates of the animal shelter have changed since 2003. 2016 mandates demand MACC treat all animals medically, behaviorally, and mentally and to find appropriate placement for all treatable animals. The average time in shelter has more than tripled since 2003 and may increase even further as lifesaving efforts continue. The current capacity does not meet the needs and demands of the community.

Operational improvements and solutions continue to be studied and implemented, but the facility is running

out of options. The $50,000 in funding for 2022 has led to a master planning study an in-depth assessment that is in process now and will result in better definition of potential solution options, since the site footprint is at its maximum.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

PSD22

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$644,230	$1,523,077	$811,538	$0	$0
Design and Project Management	$0	$192,308	$75,000	$200,000	$50,000	$0	$0
Furniture, Fixtures, and Equipment	$0	$0	$50,000	$200,000	$100,000	$0	$0
General Overhead	$0	$7,692	$30,770	$76,923	$38,462	$0	$0
TOTAL	**$0**	**$200,000**	**$800,000**	**$2,000,000**	**$1,000,000**	**$0**	**$0**

Submitting Agency Funding Request

PSD22

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$200,000	$800,000	$2,000,000	$1,000,000	$0	$0
TOTAL	**$0**	**$200,000**	**$800,000**	**$2,000,000**	**$1,000,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
TBD, the facility is in decent condition, but it is primarily short on space and functionally obsolescent.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The current facility is only 20 years old; it is just functionally obsolete as the operation and regulations have changed.

What is the expected useful life of the project/improvement? TBD

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The Current facility is over capacity and limits animal capacities below service needs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The current Animal Care and Control facility is owned and operated by the City of Minneapolis.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The regulations for the animal shelter have changed since 2003. 2016 mandates demand MACC treat all animals medically, behaviorally, and mentally and to find appropriate placement for all treatable animals.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grant have been applied for yet.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

TBD

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

TBD

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

TBD

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

None

Does the project support redevelopment opportunity that without the project would be infeasible?

TBD

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

TBD

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

TBD as Master Planning effort will help to define this.

What is the estimated annual operating cost increase or (decrease) for this project?
TBD

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

TBD

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

TBD

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

TBD

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The $50,000 in funding for 2022 has led to a master planning study an in-depth assessment that is in process now and will result in better definition of potential solution options, since the site footprint is at its maximum.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The Master Planning would be followed by a complete design effort when project is funded.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Timeline TBD

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:
The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Collaborative and community-inclusive strategies to ensure safety for all members of our community: MACC provides an essential public health and safety service. Citizens rely on MACC directly to help with all animal related issues. MACC plays a vital role in identifying and protecting the community from deadly zoonotic diseases, work closely with local, State and Federal agencies and taskforces on major animal crime. More broadly, the investigative work MACC does helps identify and provide evidence needed to prosecute low level crimes. MACC's work, often invisible, provides a safety net for humans and animals. MACC operates a comprehensive animal sheltering facility that acts as a quarantine facility, secures living evidence for victim animals, and houses animals that have been temporarily displaced due to owners hospitalization, sick and injured animals, stray and unwanted animals of all species domestic, wild, and exotic. MACC employs three veterinarians and handles all minor to moderate animal issues in house.

Public Health:
The City Prioritizes positive youth development so that all children can grow healthy and safe:
The public relies on MACC for protecting "herd health" and controlling zoonotic disease with research and treatment. These are especially important as new diseases are identified. MACC works closely with Local, State and Federal health agencies to ensure the health and safety of the community and its animals are protected and preserved. MACC staff work on the front lines to defend against all zoonotic diseases.
MACC works closely with hospitals and social workers to assist in animal related issues.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.
Near North Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Near North Community is 77.2% Bipoc

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

Operational improvements and solutions continue to be studied and implemented, but the facility is running out of options. The $50,000 in funding for 2022 has led to a master planning study an in-depth assessment and but better definition to potential solution options, since the site footprint is at its maximum. This study is in process now.

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City of Minneapolis

PSD23 - Community Safety Training and Wellness Facility

Project Details:

Project Start Date: 2021
Estimated Project Completion Date: 2027
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 3 of 3

Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chrisbackes@minneapolimn.gov
Website: N/A
Prior year(s) bond authorization amount: $100,000 in 2021

Project Location:

Address: TBD
City Sector: TBD
Affected Neighborhoods: All
Affected Wards: All
Description of Location: A location for this facility has not yet been determined.

Project Description

New Training & Wellness Center for City MPD, Fire, Emergency Responders, and regional partner needs.

Purpose and Justification

The City of Minneapolis currently leases the former Hamilton Elementary school space from Minneapolis Public schools at 4119 DuPont Ave. North, for a wide variety of police training, storage, and youth programs. The total area of the Hamilton SOC is 50,580 square feet. The space is inadequate for today's training and wellness promotion needs, and there is no ability for expansion.

A new facility is needed that can be designed to provide for not only pre-employment, continuing education and in-service classroom and computer training needs, but wellness preparation and counseling, de-escalation and investigation and arrest scenarios of many different types, including indoor, outdoor and vehicular. New policing models, such as the co-responder program and body camera program, require new policing training opportunities. New wellness programs can help first responders deal with the psychological impact of their jobs, such as with domestic abuse trauma and post-traumatic stress syndrome.

Outdoor and vehicular training is especially important, because it requires a large open space that is sheltered from public view. The new Hero Center in Cottage Grove is a good example of this new type of training and wellness facility. Combining reality-based training, tactical training with movable partitions, virtual-reality simulators, defensive tactics training, secure outdoor yard and canine training, and 50 yard firing ranges with classroom and support, this facility is designed to be flexible and highly accessible for all.

The project will meet the current and anticipated future needs of the city. Location is yet to be determined but would ideally be more central to the area served.
Such a facility could be made available to regional partners and could become an income generator for the city, to help with its debt service. There may also be funds available from the State for development of such a facility.

Project Cost Breakdown

PSD23

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$5,319,231	$6,992,307	$6,692,307	$0	$0
Design and Project Management	$0	$0	$450,000	$500,000	$500,000	$0	$0
General Overhead	$0	$0	$230,769	$307,693	$307,693	$0	$0
Furniture, Fixtures, and Equipment	$0	$0	$0	$200,000	$500,000	$0	$0
TOTAL	**$0**	**$0**	**$6,000,000**	**$8,000,000**	**$8,000,000**	**$0**	**$0**

Submitting Agency Funding Request

PSD23

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$6,000,000	$8,000,000	$8,000,000	$0	$0
TOTAL	**$0**	**$0**	**$6,000,000**	**$8,000,000**	**$8,000,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
N/A

What is the expected useful life of the project/improvement?
50 - 75 Years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

TBD

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

TBD
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

TBD

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Grant of other funding sources have not been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Property services will work with community planning and economic development (CPED) and The Office of Community Safety to identify and analyze potential sites.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

A public art partnership will be explored further as design is further developed.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

No, although the Hamilton School site could be redeveloped by MPS.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

TBD

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The cost will likely add operating cost, but it would replace lease space with City Owned space.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

TBD

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

TBD

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Developing a preliminary Project Plan and Process, no bonds sold.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Master Planning, Site Search, Design, and Constriction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Cost estimates are not based on an actual design. The City will hire an outside consultant who has constructed similar facilities as well as several police stations in recent years and will utilize their market data to update project estimates.

The project does not include any cost for acquiring property, as a location has not yet been identified and it is unknown at this time.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:
Better training reduces risk for first responders as well as the public they serve and can lead to reduced cost to the City in financial settlements.

Economic Development
The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.
SUBP goals will be developed and enforced by Civil Rights for our design and construction partners.

Environmental Justice:
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The new facility will be designed, constructed and commissioned utilizing City Sustainability Policy Guidelines and standards.

Arts and Culture:
The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:
This Project will be Part of the City Public Art program and will have a dedicated budget for Art.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

TBD as a site has not yet been selected.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

TBD

What data is available or missing? How can you obtain additional data?

TBD

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD

Describe the engagement and what have you learned?

TBD

Analysis

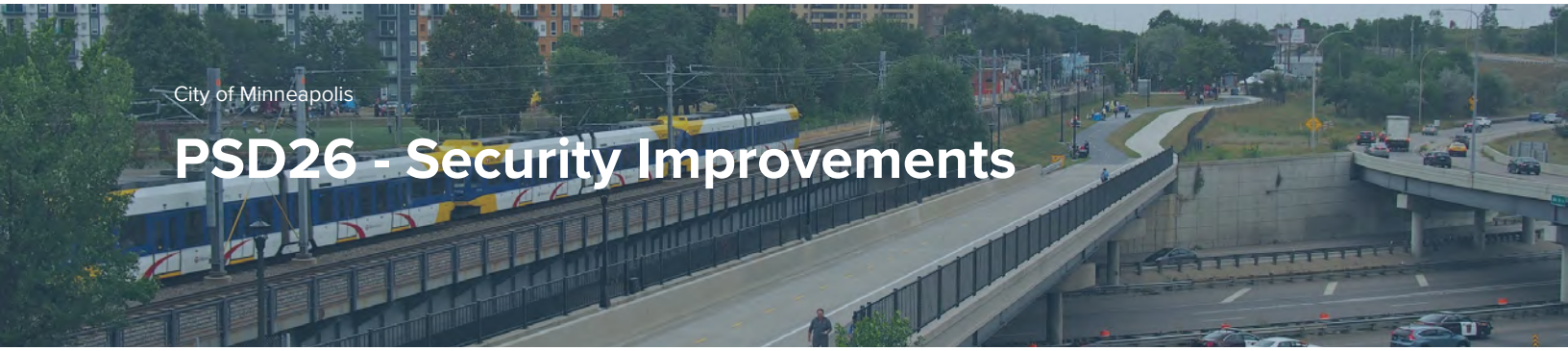
How does the outcome for this project help the city achieve racial equity?

TBD

Additional Information

This proposed facility would replace the outdated Hamilton Facility that the City leases from Minneapolis Public Schools and replace it with a modern City owned and operated facility that is design to meet current needs.

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City of Minneapolis

PSD26 - Security Improvements

Project Details:

Project Start Date: 2024
Estimated Project Completion Date: 2029
Ongoing Program: Yes
Current Phase: Planning
Level of Need: Critical
Department Priority: 3 of 6

Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolismn.gov
Website: N/A
Prior year(s) bond authorization amount: $0

Project Location:

Address: Multiple Facilities
City Sector: All
Affected Neighborhoods: All
Affected Wards: All
Description of Location: Multiple facilities across the City

Project Description

This project involves the upgrade and improvement of multiple security systems supporting 55+ City of Minneapolis owned and operated facilities, such Public Works, Police and Fire facilities. Security systems include: security cameras, building access control and intrusion alarm systems, key management systems, security fencing, automated vehicle gates and protective materials for higher security environments.

The City's two main security systems operate from enterprise platforms: Milestone for Security Cameras and (Lenel) for building access control, intrusion alarms and photo ID badges. These systems are networked and connect all facilities to the City Security Operations Center (SOC) where they are monitored by security staff on a 24/7 basis.

Purpose and Justification

Physical security systems are necessary for the City to maintain safer work environment for employees and visiting members of the public to our facilities. This includes all City owned and operated facilities, supporting Public Works, Police, Fire and multi-use facilities such as the Public Service Center, each diverse in their operations and requirements for security. Physical security systems in place at these facilities allow Property Services to provide a higher level of protection for City valued assets and a more efficient way to manage employees access to and within the facilities.

The majority of security systems that are currently in place were installed between 2012 and 2014 and will be at or nearing their end of life cycle over the next few years. The systems are used heavily on a daily basis and require maintenance and/or replacement due to normal wear and tear. The following are average life cycles for each of these systems; Security Cameras (8 years), Access Control components (10 years), Security Alarm systems (10 years).

Other security equipment such as automated gate operators require frequent maintenance and replacement depending on usage. Perimeter fencing around many of our facilities has been in place for 25+ years, many of which have been repaired multiple times and are now in need of replacement.

The City currently utilizes a PC-based key management system (Traka Key) at several sites which allows for building and vehicle keys assigned to employees to be secured and tracked electronically for better accountability. Currently, not all facilities have key management systems and must rely on manual methods.
Without proper key control and management, the safety and security of City facilities and employees are at greater risk. To mitigate this risk, these systems need to be expanded throughout the enterprise.

Project Cost Breakdown

PSD26

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$906,539	$906,539	$683,653	$683,653	$683,653	$683,653
Design and Project Management	$0	$55,000	$55,000	$37,500	$37,500	$37,500	$37,500
General Overhead	$0	$38,461	$38,461	$28,847	$28,847	$28,847	$28,847
TOTAL	**$0**	**$1,000,000**	**$1,000,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**

Submitting Agency Funding Request

PSD26

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$1,000,000	$1,000,000	$750,000	$750,000	$750,000	$750,000
TOTAL	**$0**	**$1,000,000**	**$1,000,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Equipment
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Security Risk Assessments were conducted for all facilities to identify vulnerabilities that presented safety and security risks to employees and city property. Recommendations to mitigate those risks were developed into security plans.

What is the expected useful life of the project/improvement?

In most cases these projects are tied to the life cycles of equipment and scheduled replacement year. Approximately 8 – 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The cost is more accurately calculated in terms of higher risk to the personal safety of people and loss of property by theft or damage, so it is difficult to put a dollar amount to that end.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Tied to the life cycles of equipment and scheduled replacement year or unplanned emergency affecting the security of facilities.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

N/A
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Department of Homeland Security for Risk Assessments.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Will significantly reduce maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?
TBD

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Updated equipment will reduce or eliminate the need for regular maintenance.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Finance and Property Services

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

On-going as equipment reaches life cycle end.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design, bid and build anual security Infasturture projects

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Allocated funding will be utilized to fill the highest need projects for the year based on assessment of needs. Adjustment in funding will change the amount of security improvement made in any given year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This Project will affect all Minneapolis communities

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

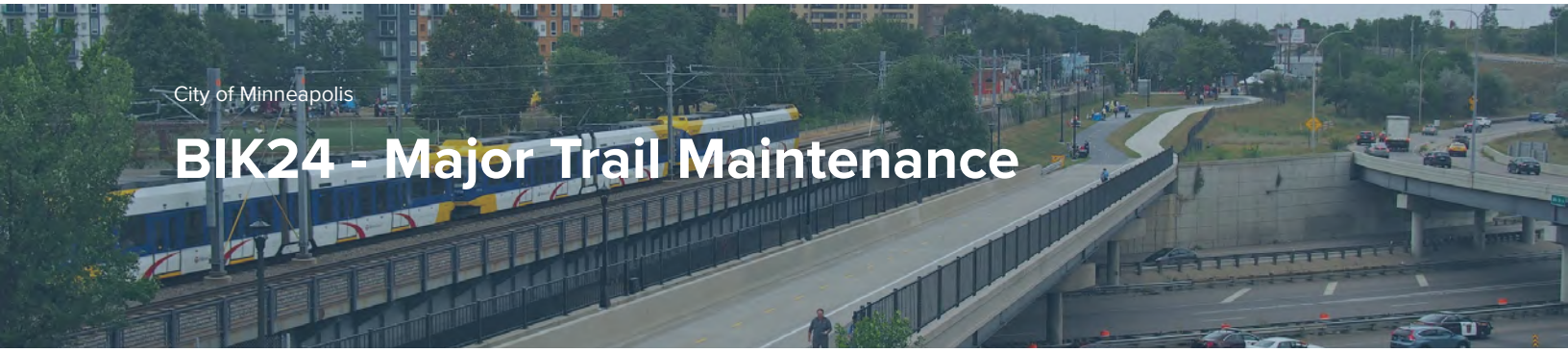
How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

It is reasonable to expect that a security program for an organization as large as the City of Minneapolis has at the very least, adequate measures in place for the protection of its employees, their customers and city assets they are responsible for. In addition, our citizens expect that we are not only good stewards of their tax dollars, we must also protect these investments to the best of our ability. The physical security program is designed to meet those expectations and requires periodic improvements to maintain safe and secure facilities.

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City of Minneapolis

BIK24 - Major Trail Maintenance

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning
Level of Need: Significant
Department Priority: 23 of 58

Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: 651-673-3884
Contact Email: oscar.weber@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

Minneapolis Public Works operates and maintains approximately 35 miles of off-street trails. In order to maintain and improve the condition of trails, the City annually performs a combination of spot and full surface maintenance activities. The objective of this program is to extend the life of the pavement, thus delaying the need for total reconstruction on the city's network of trails and off-street bikeways. This program will reduce annual maintenance expenditures by addressing failing pavement, heaves due to tree roots and potholes, while also improving the ride quality for people walking, rolling, and biking. The construction may also include replacement of some sections of curb, gutter, pavement striping, signage, and upgrading non-compliant curb ramps to meet current ADA design standards.

Purpose and Justification

The objective of the Trail maintenance Program is to extend the life of asphalt and concrete trails and to reduce annual maintenance expenditures on trails that have been constructed. The City of Minneapolis has about 35 miles of trails under its jurisdiction. This program's goal is to extend the life of a trail by at least 10 years for trails that have already been constructed, delaying the need for the total reconstruction of the trails. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people biking, walking, and rolling, and improves the overall pavement condition of trails.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

BIK24

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$146,250	$146,250	$146,250	$146,250
Design and Project Management	$0	$0	$0	$56,250	$56,250	$56,250	$56,250
General Overhead	$0	$0	$0	$22,500	$22,500	$22,500	$22,500
TOTAL	**$0**	**$0**	**$0**	**$225,000**	**$225,000**	**$225,000**	**$225,000**

Submitting Agency Funding Request

BIK24

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$225,000	$225,000	$225,000	$225,000
TOTAL	**$0**	**$0**	**$0**	**$225,000**	**$225,000**	**$225,000**	**$225,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, trail
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The functional lifespan of a newly reconstructed Trail is roughly 30 years with properly timed maintenance and repair. Public Works manages the trail system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, Micro Surfacing, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's trail assets.

In 2021 Public Works collected pavement ratings for trails and off-street bikeways, the first effort of its kind for the city, consistent with the ASTM D6433 procedures. At this time the city is still assessing how to evaluate and manage the various metrics that were collected, including roughness, condition, unevenness, cracking, and texture.

What is the expected useful life of the project/improvement?

The expected useful life of the trails after improvements would be an additional 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects are aimed at extending the useful life of the trail. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the trail surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including

streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis Public Works operates and maintains approximately 35 miles of off-street trails. In order to maintain and improve the condition of trails, the City annually performs a combination of spot and full surface maintenance activities. The objective of this program is to extend the life of the pavement, thus delaying the need for total reconstruction on the city's network of trails and off-street bikeways. This program will reduce annual maintenance expenditures by addressing failing pavement and potholes, while also improving the ride quality for people walking, rolling, and biking. The construction may also include replacement of some sections of curb, gutter, pavement striping, signage, and upgrading non-compliant curb ramps to meet current ADA design standards. The program will have a significant impact on the city's All Ages and Abilities network as the off-street trails are an integral part of the non-motorized transportation network.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of the Trail maintenance Program is to extend the life of asphalt and concrete trails and to reduce annual maintenance expenditures on trails that have been constructed. The City of Minneapolis has about 35 miles of trails under its jurisdiction. This program's goal is to extend the life of a trail by at least 10 years for trails that have already been constructed, delaying the need for the total reconstruction of the trails. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people biking, walking, and rolling, and improves the overall pavement condition of trails. The trail system has a score of 4, as it works well but is not perfect and continual maintenance is necessary.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Coordination with other agencies with assets adjacent to the trail network to avoid multiple shutdowns in successive years.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program is across the entire city spanning multiple Transit connections. The project will enhance the pedestrian and bicycle realm by maintaining and improving the existing trail network.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through maintaining and improving the City's network of trials.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Right-of-way constraints will not impact this program because it will only be addressing existing facilities and will not be significantly changing the alignments of the trials.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increase

What is the estimated annual operating cost increase or (decrease) for this project? $250,000

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In 2021 Public Works collected pavement ratings for trails and off-street bikeways, the first effort of its kind for the city. At this time the city is still assessing the costs and appropriate level of maintenance for trails and bikeways in order to extend the life of asphalt and concrete trails, as well as providing improved ride quality. The operating cost impacts will be assessed at an appropriate level as soon as data becomes available.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

See above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately one year prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This will be an annual program, so if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within this program will typically fall under inform.
Inform. To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

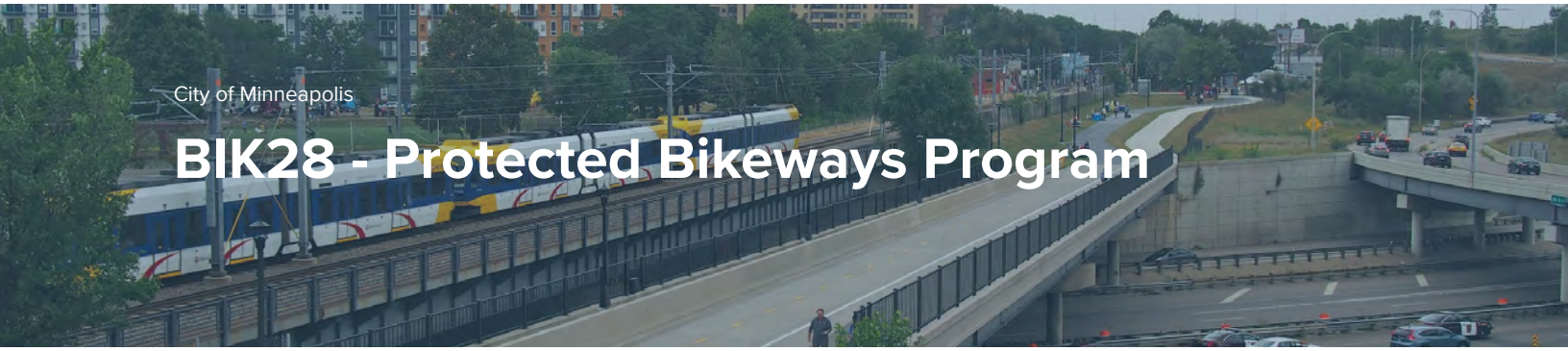
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

BIK28 - Protected Bikeways Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 20 of 58

Submitting Agency: Public Works
Contact Person: Luke Hanson
Contact Phone Number: 612-875-7237
Contact Email: Luke.Hason@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $1,400,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

Project Description

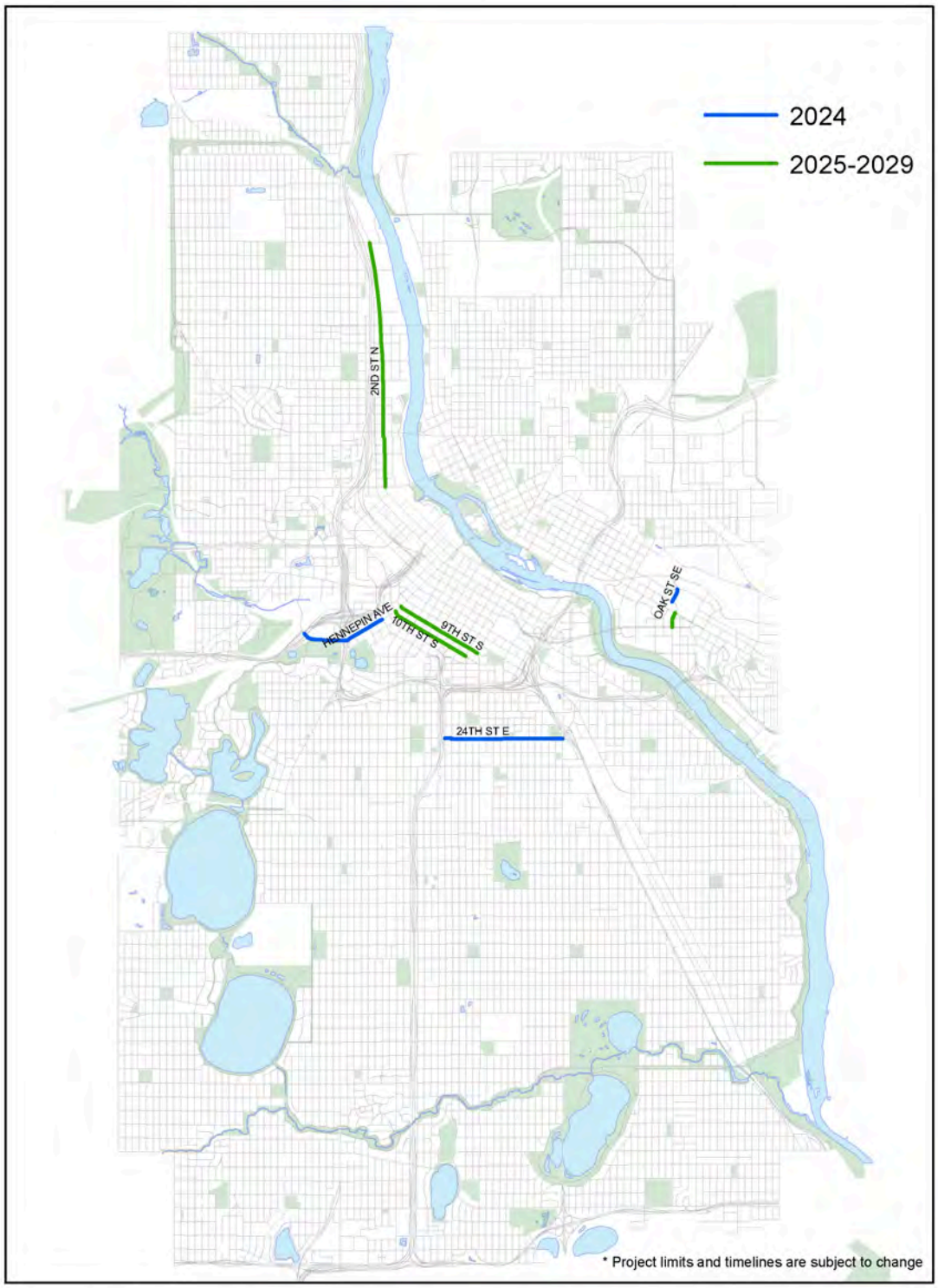
This program will implement low-stress bikeways on streets identified in the Minneapolis Transportation Action Plan. Sometimes referred to as “protected bike lanes” or “cycletracks”, protected bikeways are physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features.

Purpose and Justification

To make bicycling, in all its new forms, a real option for more people, the Minneapolis Transportation Action Plan established numerous strategies and actions to upgrade and expand the All Ages and Abilities Network over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings and be accessible year-round. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeways such as trails, bike boulevards, and lower-traffic streets aren’t an option. To continue to grow bicycling in Minneapolis, new types of infrastructure are needed to make Minneapolis easier to bike for people of all ages and abilities.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



BIK28 Protected Bikeways Program 2024-2029

Date: 3/20/2023

Project Cost Breakdown

BIK28

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,050,000	$4,208,750	$650,000	$5,525,000	$4,680,000	$4,550,000	$4,550,000
Design and Project Management	$250,000	$1,618,750	$250,000	$2,125,000	$1,800,000	$1,750,000	$1,750,000
General Overhead	$100,000	$647,500	$100,000	$850,000	$720,000	$700,000	$700,000
TOTAL	**$1,400,000**	**$6,475,000**	**$1,000,000**	**$8,500,000**	**$7,200,000**	**$7,000,000**	**$7,000,000**

Submitting Agency Funding Request

BIK28

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$3,760,000	$0	$6,811,942	$4,000,000	$4,000,000	$4,000,000
Bond Activity	$1,400,000	$2,715,000	$1,000,000	$1,688,058	$3,200,000	$3,000,000	$3,000,000
TOTAL	**$1,400,000**	**$6,475,000**	**$1,000,000**	**$8,500,000**	**$7,200,000**	**$7,000,000**	**$7,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - Street
Is this request a new capital project or an existing project? New / Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BIK28 is a program that operates City-wide, asset conditions will vary. Typically, BIK28 constructs new trail facilities or updates facilities that are in "fair" or "poor" condition. This program will implement protected bikeways on streets identified in the Minneapolis Transportation Action Plan. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road and trail surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section for additional non-City funding sources. Yes those funding sources are contingent on City funding.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will implement protected bikeways on streets identified in the Minneapolis Transportation Action Plan. Sometimes referred to as “protected bike lanes” or “cycletracks”, protected bikeways are physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features. The program will also perform mill and overlays of trail sections to maintain and improve the condition of trails owned by the City.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

To make bicycling, in all its new forms, a real option for more people, the Minneapolis Transportation Action Plan established numerous strategies and actions to upgrade and expand the All Ages and Abilities Network over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings and be accessible year-round. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeways such as trails, bike boulevards, and lower-traffic streets aren’t an option. To continue to grow bicycling in Minneapolis, new types of infrastructure are needed to make Minneapolis easier to bike for people of all ages and abilities. The Protected Bikeways program seeks to improve transportation assets categorized as level 3 and 4 as it pertains to the condition of the street or trail asset.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City received $3,760,000 of federal funding from the Metropolitan Council in 2024 for the Hennepin-Dunwoody bikeway project. In addition, the City received $4,512,000 in federal funding from the Metropolitan Council for the 9th/10th street bikeways in 2026, and $4,000,000 in federal funding for the 2nd street north bikeway in 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

All of these routes are identified in the Minneapolis Transportation Action Plan a low street bikeway on the All Ages All Abilities Bicycle Network. Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Protected bikeways are part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

These projects will provide a more comfortable bicycle facility than standard bike lanes.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, right-of-way is constrained in most of these corridors, and there are generally tradeoffs in most of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term

implementation of protected bikeways in Minneapolis.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. Public Works is still assessing the costs of maintenance for protected bikeways. A winter walking and biking study is currently underway. Public Works is having ongoing discussions regarding the appropriate level of maintenance for protected bikeways, particularly for winter operations including plowing.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As more protected bikeway projects are implemented Public Works will better understand

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

maintenance costs and expects to build efficiencies into its operations.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City’s public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City’s public right of way.

Public Health
The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life.” Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in

accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

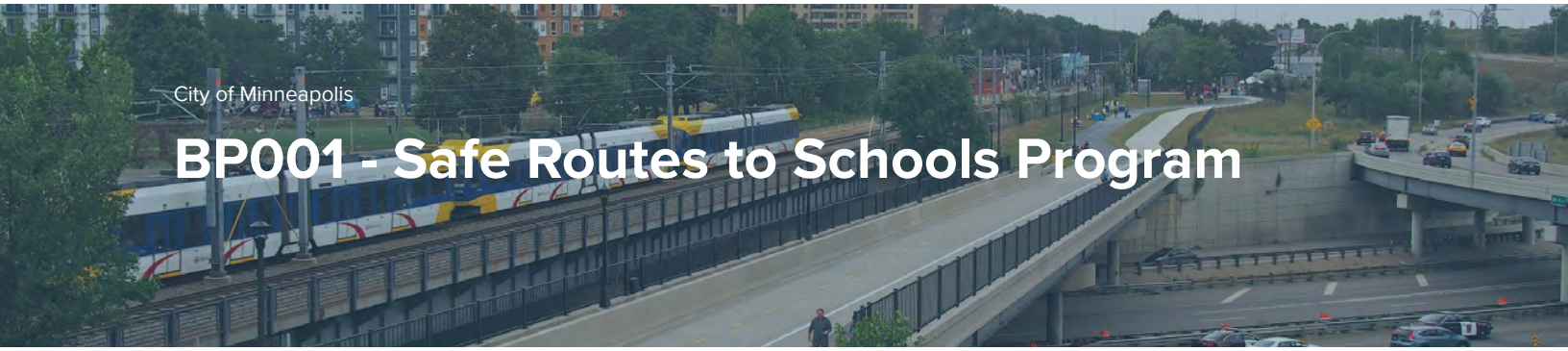
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved: Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. Protected bikeway projects accomplish two major goals outlined in the Bicycle Master Plan; 1) to improve safety and 2) increase the number of bicyclists. These projects are strategically placed in system gap locations to maximize return on investment and to ensure regional equity.

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City of Minneapolis

BP001 - Safe Routes to Schools Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 21 of 58

Submitting Agency: Public Works
Contact Person: Amy Barnstorff
Contact Phone Number: (612) 673-2129
Contact Email: Amy.Barnstorff@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $400,000

Project Location:

City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

The City's Safe Routes to School efforts date back to 2005 to help reverse a 30-year decline in the rate of students who walk and bike to school. These efforts have largely focused on minor spot improvements, including durable crosswalks, school crossing signage, pedestrian flasher installation and accessible signal upgrades.

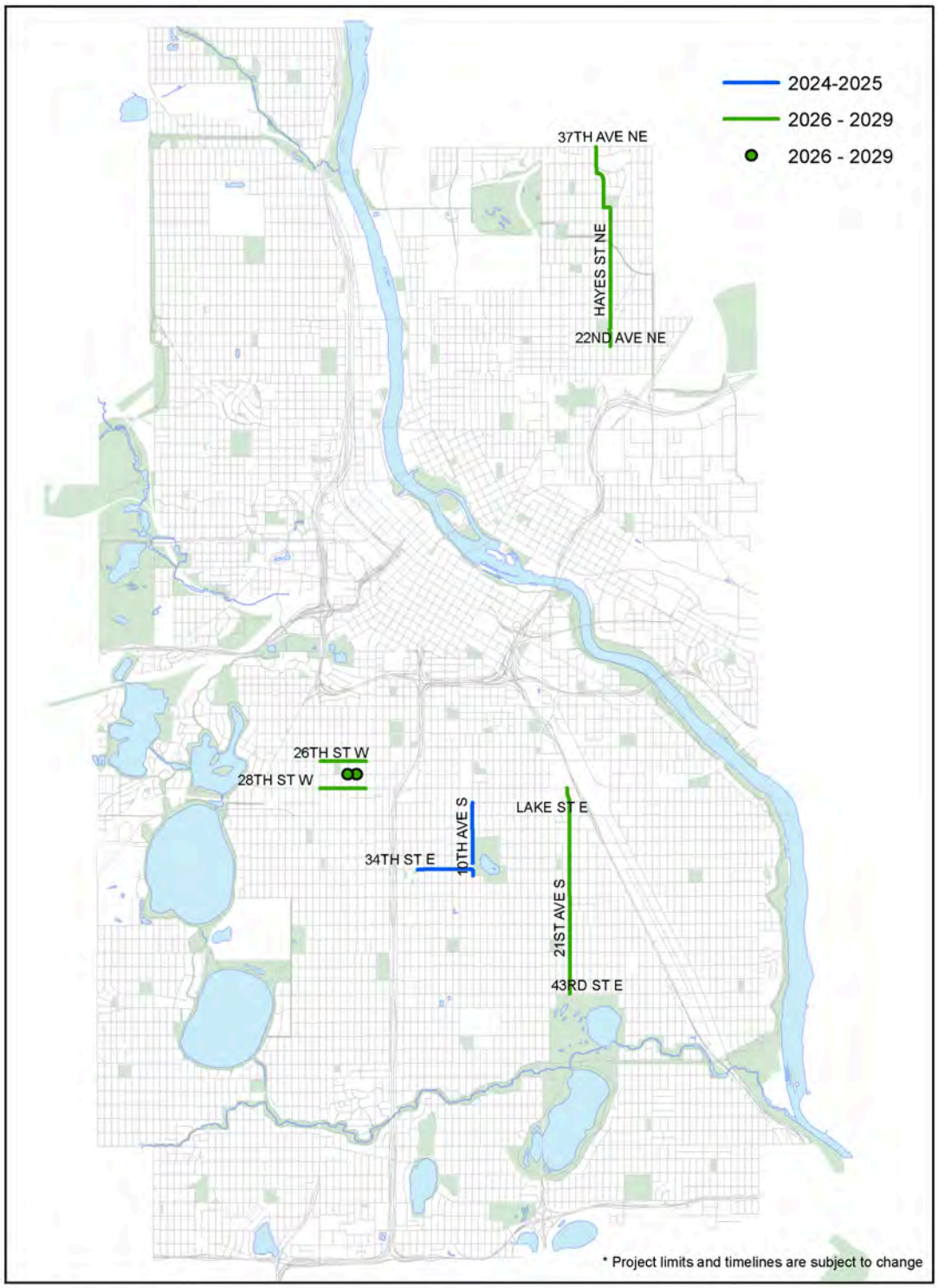
The primary objective of the Safe Routes to School program is to create safe, comfortable, and convenient routes for students and families who walk or bike to schools, parks, and other neighborhood destinations. Another objective is to increase the viable choices for walking and biking to local destinations for all Minneapolis residents. The infrastructure enhancements in this program will primarily serve students Kindergarten through 12th Grade. However, all Minneapolis residents, including families with young children and elderly residents will also benefit from these investments.

Purpose and Justification

Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes to School infrastructure. The Safe Routes to School program improves the pedestrian and bicycle environments around schools with treatments at arterial crossings with bicycle boulevards, pedestrian refuge medians, pedestrian activated warning devices, curb extensions, and other similar treatments. Project focus areas are selected based on school demographic conditions, potential student users, areas with reported pedestrian safety concerns, identified bicycle routes, crash history, and other site conditions.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



BP001 Safe Routes to Schools Program 2024-2029 Date: 3/21/2023

Project Cost Breakdown

BP001

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$260,000	$2,210,000	$0	$1,300,000	$1,300,000	$1,300,000	$1,300,000
Design and Project Management	$100,000	$850,000	$0	$500,000	$500,000	$500,000	$500,000
General Overhead	$40,000	$340,000	$0	$200,000	$200,000	$200,000	$200,000
TOTAL	**$400,000**	**$3,400,000**	**$0**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Submitting Agency Funding Request

BP001

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$400,000	$2,400,000	$0	$1,000,000	$1,000,000	$1,000,000	$1,000,000
Intergovernmental Revenues	$0	$1,000,000	$0	$1,000,000	$1,000,000	$1,000,000	$1,000,000
TOTAL	**$400,000**	**$3,400,000**	**$0**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street and trail
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BP001 is a program that operates City-wide, asset conditions will vary. Existing pedestrian curb ramps are compared to current ADA design standards to determine if the ramp is in adequate condition

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. deferring the projects in this program will lead to deteriorating condition of pedestrian and bicycle infrastructure and will prevent the implementation of the needed safety improvements.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface and pedestrian infrastructure in good shape, which will be paid through the existing maintenance budget. See Partnerships section to view additional non-City funding sources. Yes, those sources are contingent on City funding of the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The City's Safe Routes to School efforts date back to 2005 to help reverse a 30-year decline in the rate of students who walk and bike to school. These efforts have largely focused on minor spot improvements, including durable crosswalks, school crossing signage, pedestrian flasher installation and accessible signal upgrades. The primary objective of the Safe Routes to School program is to create safe, comfortable, and convenient routes for students and families who walk or bike to schools, parks, and other neighborhood destinations. Another objective is to increase the viable choices for walking and biking to local destinations for all Minneapolis residents. The infrastructure enhancements in this program will primarily serve students Kindergarten through 12th Grade. However, all Minneapolis residents, including families with young children and elderly residents will also benefit from these investments.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes to School infrastructure. The Safe Routes to School program improves the pedestrian and bicycle environments around schools with treatments at arterial crossings with bicycle boulevards, pedestrian refuge medians, pedestrian activated warning devices, curb extensions, and other similar treatments. Project focus areas are selected based on school demographic conditions, potential student users, areas with reported pedestrian safety concerns, identified bicycle routes, crash history, and other site conditions. The Safe Route to School program seeks to improve transportation assets categorized as level 4 and 5 as it pertains to the condition of the street or trail asset.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This program has been awarded grant funding through numerous sources for projects within the program. The City received $1,000,000 of federal funding from Metropolitan Council in 2024 for the Green Central SRTS project, $1,000,000 of federal funding from Metropolitan Council for the South High/Folwell SRTS project in 2026, and $1,000,000 of federal funding from Metropolitan Council for the Whittier SRTS project in 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Minneapolis Public Schools is a key partner in identifying transportation needs and improvements, as well as connecting Public Works with students and staff through the community engagement process.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Most of the projects are on low-volume local streets without transit operations. However, pedestrian crossing improvements at locations near high schools will serve students that utilize standard transit vehicles to get to school. Improvements at these locations will improve a pedestrian's access to transit by narrowing crossing distances, providing a center refuge island, or by installing pedestrian warning devices to alert drivers of their presence.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the focus of this program is on enhancing bicycle and pedestrian facilities to connect schools, parks and other neighborhood destinations throughout the city. This will include bicycle boulevard improvements, pedestrian crossing treatments along arterials, and the potential for short sidewalk segments or trail gap infill, among other enhancements.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Right-of-way is typically constrained on local streets within

the city. Bicycle boulevard treatments utilize this constrained space by allowing bicyclists to comfortable share the street with motor vehicles. Traffic calming and diversion along a bicycle boulevard enhances the experience for young or novice bicyclists, and has supplemental benefit to pedestrians.

Pedestrian crossing treatments along arterial streets will make effective use of the constrained right of way that is available. For example, curb extensions are located within a portion of the existing street parallel to the parking lane, although city ordinance prohibits parking in this space at the corner. Pedestrian shelter medians typically manage a constrained right-of-way by shift the existing travel lane and eliminating several on-street parking spots.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

A typical project within this program would add an additional $1,000 in annual operating costs. This includes some additional winter maintenance costs, sign and pavement marking replacement, and pedestrian signal repair. Additional winter maintenance costs were estimated for typical treatments within the program such as pedestrian medians, traffic circles, and curb extensions. An additional allowance was given for signage, striping and pedestrian signal maintenance based on the typical frequency of these items.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The existing maintenance budget will be used to maintain this new infrastructure.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Refer to answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

More information about Safe Routes to School is available at the following websites:
Minneapolis Public Works - http://www.minneapolismn.gov/publicworks/saferoutes/index.htm
Minneapolis Public Schools - http://emss.mpls.k12.mn.us/sr2s

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City of Minneapolis

BP004 - Pedestrian Safety Program

Project Details:

Project Start Date: 2024
Estimated Project Completion Date: 2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 19 of 58

Submitting Agency: Public Works
Contact Person: Kelsey Fogt
Contact Phone Number: (612) 673-3885
Contact Email: Kelsey.Fogt@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $1,300,000

Project Location:

City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

This program will provide improved street crossings, with a focus on existing unsignalized intersections. This program will focus on hardscape elements of street crossings, including but not limited to, pedestrian bumpouts, center medians, and intersection realignments. As a part of the Pedestrian Safety Program, other crossing improvements will be considered, including durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and active warning beacons. Some existing signalized locations may be included in this program, but it will not be a large focus due to opportunities to address signalized intersections in other ways.

Purpose and Justification

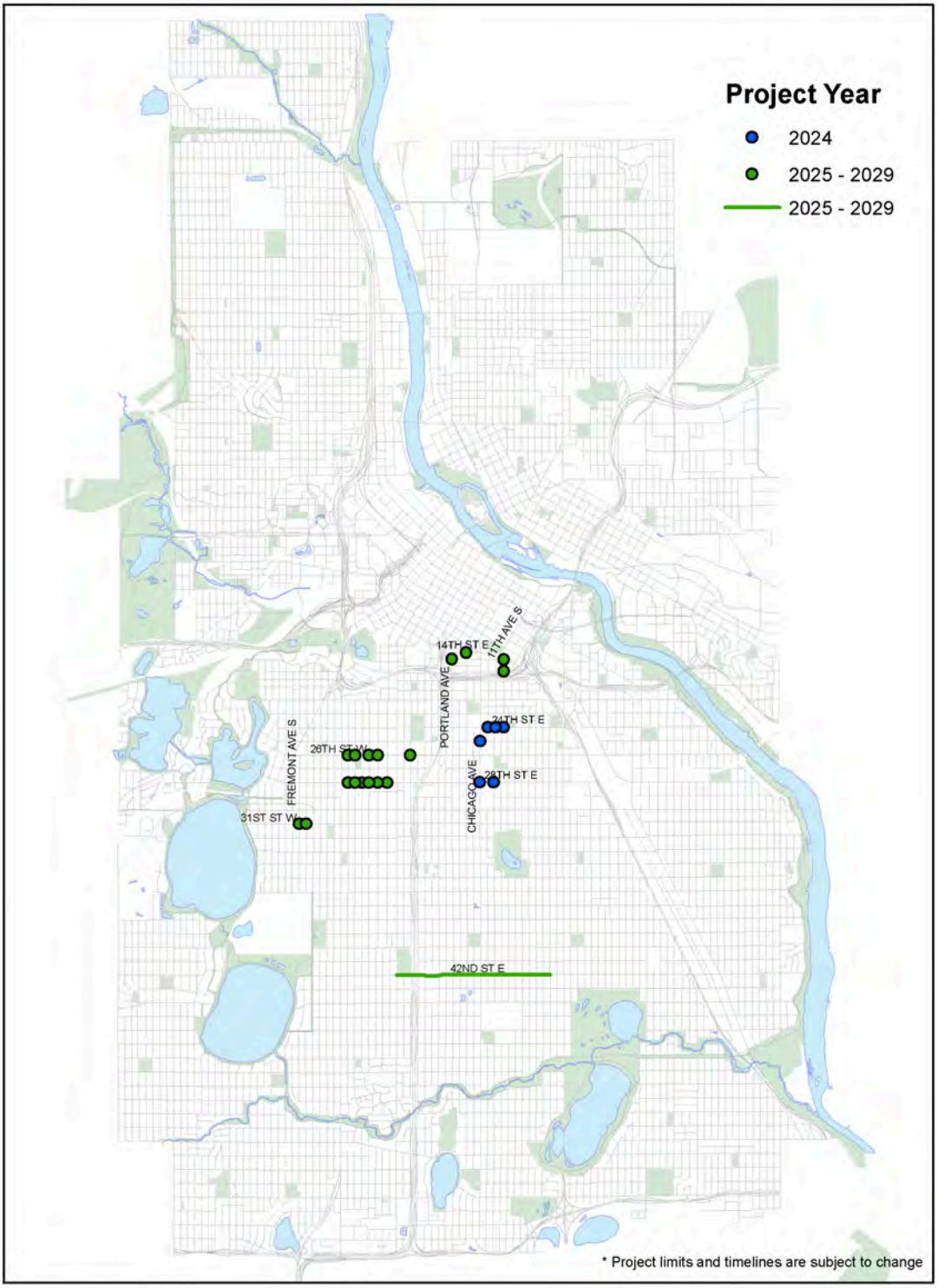
The purpose of this program is to simplify intersection crossings, reduce street crossing distances, make pedestrians more visible, and slow turning vehicle movements. This program acknowledges the importance of street crossings as a critical component of the walking experience in Minneapolis.

There has been an increased focus on street crossing improvements in Minneapolis over the past few years, largely at signalized intersections. This includes pedestrian bumpouts, high visibility crosswalk markings, ADA accessible curb ramps, and Accessible Pedestrian Signals (APS). While these efforts have been successful at improving conditions for pedestrians, they have not addressed unsignalized intersections. There has been significant demand across the city for these types of street crossing improvements from the Pedestrian Advisory Committee, residents, neighborhood organizations, businesses, and others.

Projects were prioritized based on the City's Vision Zero initiative, crash data, equity criteria (using the 20 Year Streets Funding Plan equity scores, including community demographics and uses/modes), grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



BP004 Pedestrian Safety Program 2024-2029 Date: 3/22/2023

Project Cost Breakdown

BP004

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$845,000	$1,686,588	$1,527,500	$2,015,000	$2,535,000	$2,275,000	$2,275,000
Design and Project Management	$325,000	$648,688	$587,500	$775,000	$975,000	$875,000	$875,000
General Overhead	$130,000	$259,475	$235,000	$310,000	$390,000	$350,000	$350,000
TOTAL	**$1,300,000**	**$2,594,750**	**$2,350,000**	**$3,100,000**	**$3,900,000**	**$3,500,000**	**$3,500,000**

Submitting Agency Funding Request

BP004

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$1,500,000	$1,350,000	$2,423,480	$3,100,000	$2,000,000	$2,000,000
Bond Activity	$1,300,000	$1,094,750	$1,000,000	$676,520	$800,000	$1,500,000	$1,500,000
TOTAL	**$1,300,000**	**$2,594,750**	**$2,350,000**	**$3,100,000**	**$3,900,000**	**$3,500,000**	**$3,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - street
Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

BP004 is implementing the City's Strategic Plans listed in the Minneapolis Goals and Strategic Direction section. The condition of the existing asset or intersection being addressed in BP004 is not only measured in terms of remaining life, but in how effectively it supports the City's traffic safety, accessibility, and equity goals. Improvements made through BP004 are prioritized based on the City's Vision Zero initiative, crash data, equity criteria, grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data. These improvements are designed to enhance the experience of those who are walking, biking, and rolling in Minneapolis.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BP004 is a program that operates City-wide, asset conditions will vary. Existing pedestrian curb ramps are compared to current ADA design standards to determine if the ramp is in adequate condition

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

N/A

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will provide improved street crossings, with a focus on existing unsignalized intersections. This program will focus on hardscape elements of street crossings, including but not limited to, pedestrian bumpouts, center medians, and intersection realignments. As a part of the Pedestrian Crossing Program, other crossing improvements will be considered, including durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and active warning beacons. Some existing signalized locations may be included in this program, but it will not be a large focus due to opportunities to address signalized intersections in other ways.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The purpose of this program is to simplify intersection crossings, reduce street crossing distances, make pedestrians more visible, and slow turning vehicle movements. This program acknowledges the importance of street crossings as a critical component of the walking experience in Minneapolis.

There has been an increased focus on street crossings improvements in Minneapolis over the past few years, largely at signalized intersections. This includes pedestrian bumpouts, high visibility crosswalk markings, ADA accessible curb ramps, and Accessible Pedestrian Signals (APS). While these efforts have been successful at improving conditions for pedestrians, they have not addressed unsignalized intersections. There has been significant demand across the city for these types of street crossing improvements from the Pedestrian Advisory Committee, residents, neighborhood organizations, businesses, and others.

Projects were prioritized based on the City’s Vision Zero initiative, crash data, equity criteria (using the 20 Year Streets Funding Plan equity scores, including community demographics and uses/modes), community feedback, recommendations from the City’s Pedestrian and Bicycle Advisory Committees, and other qualitative data. The Pedestrian Safety program seeks to improve transportation assets categorized as level 4 and 5 as it pertains to the condition of the street or trail asset.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This program has been awarded grant funding through numerous sources for projects within the program. The City received $1,000,000 of federal funding from Metropolitan Council as well as $500,000 of state funding from MnDOT in 2024, $1,350,000 of federal funding from Metropolitan Council in 2025, $1,600,000 of federal funding from Metropolitan Council in 2026 and $2,000,000 of federal funding from Metropolitan Council in 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program is citywide. The primary purpose of the Pedestrian Safety Program is to improve the pedestrian experience. Transit is a critical connection to the pedestrian realm. Planned transitways and existing transit routes will be considered in the selection and design of projects in the program.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the Pedestrian Safety Program will feature improvements to the pedestrian realm, including improved sidewalks, bumpouts, medians, crosswalks, APS, and providing ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

As a citywide program, projects will take place in a variety of street types, including those with constrained right-of-way. Given the focus on improvements that will enhance crossing the street, there is the potential of competition for space between different modes. There will be opportunities for

innovation in design that will be based on the context of each project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally projects do not impact the operating budget of Public Works because when capital improvments happen the operating and maintenance funding is moved elsewhere in the system. However, a typicall project within this program would add an attitional $1,000 in annual operating costs, which would be taken from within the existing operating and maintenance budget.

What is the estimated annual operating cost increase or (decrease) for this project? A typicall project within this program would add and attitional $1,000 in annual operating costs.

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

A typical project within this program would add an additional $1,000 in annual operating costs. This includes some additional winter maintenance costs, sign and pavement marking replacement, and pedestrian signal repair. Based on the current costs to maintain similar assets.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The existing maintenance budget will be used to maintain this new infrastructure.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The existing maintenance budget will be used to maintain this new infrastructure.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

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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.

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
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Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

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Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

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The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

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The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Projects within this program typically fall under Involve.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

BP006 - 18th Ave NE Trail Gap

Project Details:

Project Start Date: 4/15/2028
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 22 of 58

Submitting Agency: Public Works
Contact Person: Forrest Hardy
Contact Phone Number: (612) 673-5951
Contact Email: forrest.hardy@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: East
Affected Neighborhoods: Sheridan & Bottineau
Affected Wards: 3
Description of Location: Marshall St NE to California St NE

Project Description

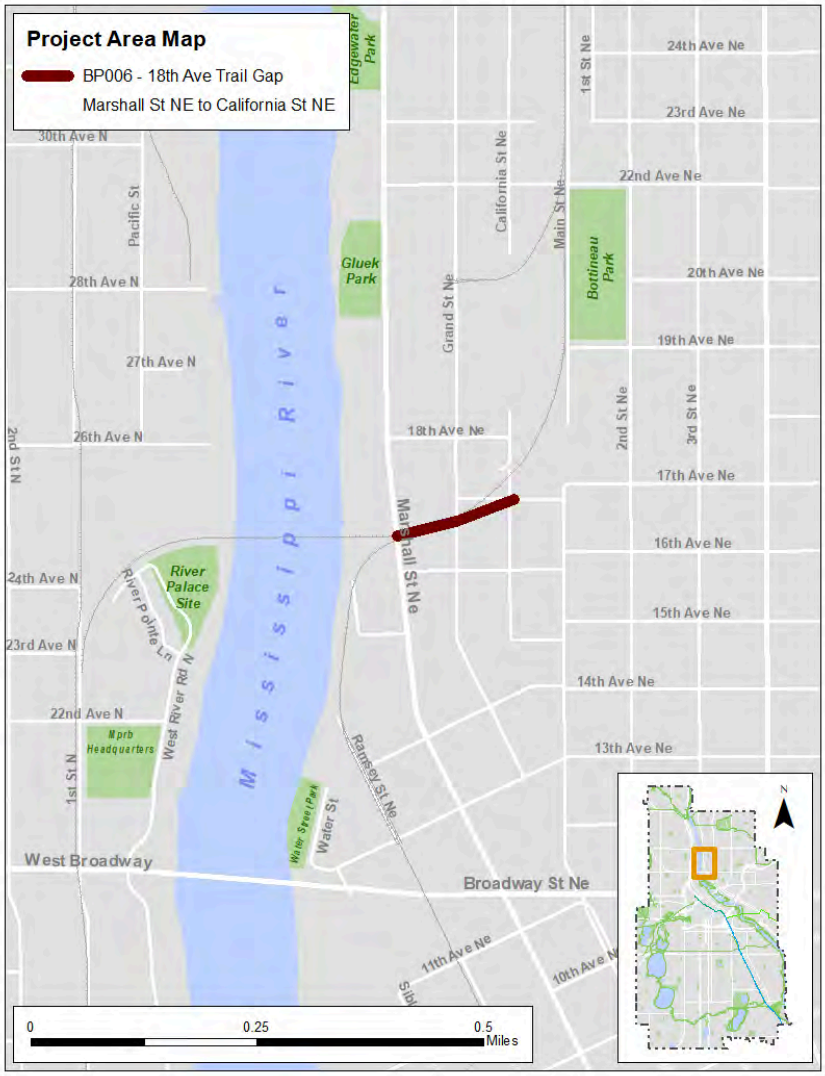
The proposed project will acquire the necessary trail easements and construct an off-street trail to fill a trail gap along the 18th Ave NE corridor. The trail gap identified as part of this project will extend the existing trail between Marshall Street NE and California St NE, connecting the recently constructed East River Trail to the 18th Ave NE Trail. The proposed alignment will cross BNSF property between the remaining BNSF railroad tracks and the Xcel transmission lines. The project will include the acquisition of the necessary trail easements, construction of a new trail, ADA pedestrian ramps, lighting, and crossing treatments at Marshall Street NE. The project will also include new signage and new pavement markings as needed.

Purpose and Justification

This project is intended to improve a significant east/west bicycle/pedestrian trail system in Northeast Minneapolis. This project has long been identified in the City's Bicycle Master Plan and will provide a more direct connection between neighborhoods and riverfront trail along the Mississippi River.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

BP006

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$566,475	$0
Design and Project Management	$0	$0	$0	$0	$0	$217,875	$0
General Overhead	$0	$0	$0	$0	$0	$87,150	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$871,500**	**$0**

Submitting Agency Funding Request

BP006

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$871,500	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$871,500**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, Trail
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?

N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not Applicable, once constructed Public Works will use the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the trail surface in good shape, which will be paid through the existing maintenance budget. No non-City funds are connected with this project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater

runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposed project will acquire the necessary trail easements and construct an off-street trail to fill a trail gap along the 18th Ave NE corridor. The trail gap identified as part of this project is identified as a Near Term Low Street bike route on the All Ages and Abilities Network and will extend the existing trail between Marshall Street NE and California St NE, connecting the recently constructed East River Trail to the 18th Ave NE Trail. The proposed alignment will cross BNSF property between the remaining BNSF railroad tracks and the Xcel transmission lines. The project will include the acquisition of the necessary trail easements, construction of a new trail, ADA pedestrian ramps, lighting, and crossing treatments at Marshall Street NE. The project will also include new signage and new pavement markings as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve a significant east/west bicycle/pedestrian trail system in Northeast Minneapolis. This project has long been identified in the City's Bicycle Master Plan and will provide a more direct connection between neighborhoods and riverfront trail along the Mississippi River. The service level ranking for this project is not applicable.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include BNSF. Collaboration with partners will focus on right of way ownership, acquisition of necessary transportation easements, and design treatments that work within an active rail corridor. The city will also be working with Hennepin County Public Works to determine the best crossing treatment at Marshall Street NE.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No, however the new trail will accommodate pedestrians and will be designed to ADA standards.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through the provision of a trail connection for people walking and biking with crosswalks, cross treatments and providing ADA compliant curb ramps as a part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

The proposed trail alignment is not within city right-of-way and would need an easement agreement to construct and operate in an existing railroad right of way.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The request will not change the current operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

Public Works is still assessing the costs of maintenance for trails and bikeways. Public Works is having ongoing discussions regarding the appropriate level of maintenance for trails and bikeways.

Year that Operating Incr/(Decr) will take effect?
2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Public Works is still assessing the costs of maintenance for trails and bikeways. Public Works is having ongoing discussions regarding the appropriate level of maintenance for trails and bikeways, particularly for winter operations including plowing. The length of this project is 0.14 miles and the operating cost impacts will be assessed at an appropriate level as soon as data becomes available.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the trail surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project will occur in the Bottineau and Sheridan neighborhoods

Bottineau
• White: 64.1%
• Of Color: 34.4%
o Black or African American alone: 25.4%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: Suppressed
o Other alone: Suppressed
o Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

Sheridan
• White: 71.6%
• Of Color: 23.3%
o Black or African American alone: 14.3%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: Suppressed
o Other alone: Suppressed
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What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

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3. Make transit facilities feel more welcoming and safer.

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Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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City of Minneapolis

BP007 - Northside Greenway Phase 1

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 22 of 58

Submitting Agency: Public Works
Contact Person: Ethan Fawley
Contact Phone Number: (612) 394-3895
Contact Email: ethan.fawley@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: North
Affected Neighborhoods: Webber-Camden, Folwell, and Jordan
Affected Wards: 4, 5
Description of Location: Humboldt Ave N and Irving Ave N between 44th Ave N and 26th Ave N.

Project Description

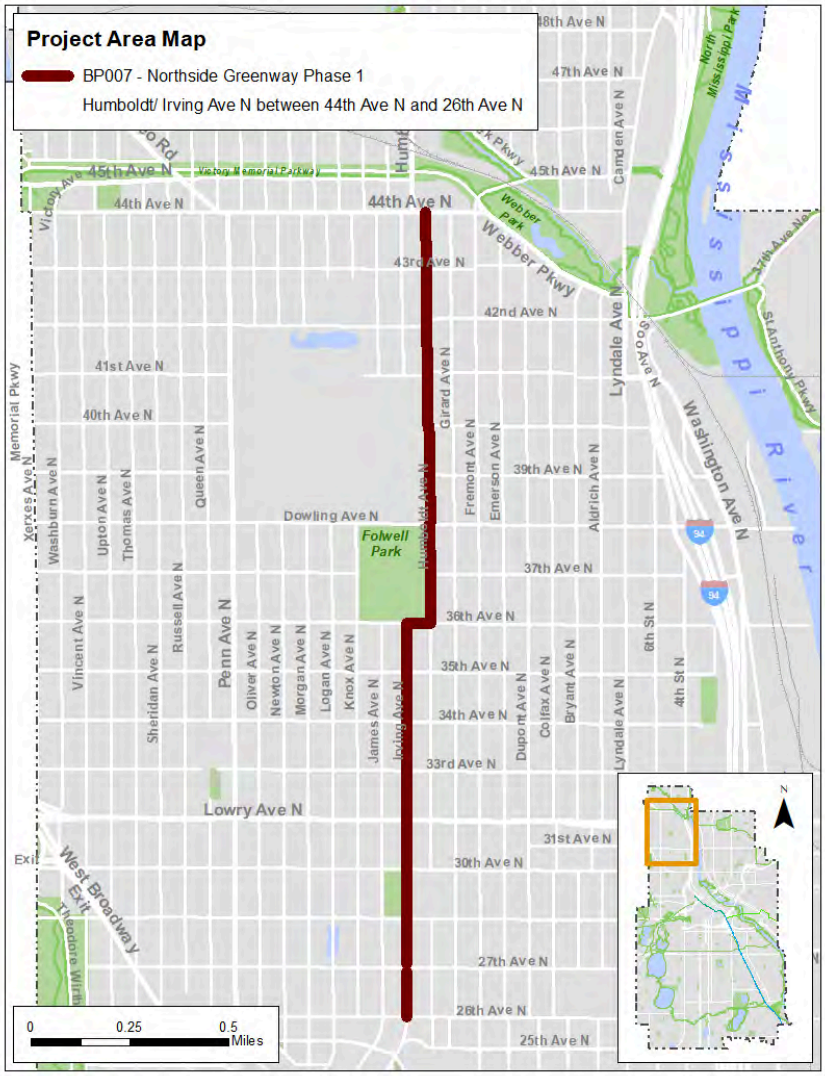
The project will create a Neighborhood Greenway along Humboldt/Irving Ave N for approximately 2.5 miles in North Minneapolis, extending from 44th Ave N to 26th Ave N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction and/or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA improvements to intersection receiving substantial upgrades. Project treatments and improvements include, but are not limited to signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.

Purpose and Justification

This project is intended to improve the right of way for all users while prioritizing and optimizing travel for people walking, bicycling, and rolling. Since 2012, the Departments of Health and Public Works at the City of Minneapolis have been exploring the possibility of converting low-volume streets in north Minneapolis into a greenway. In 2016, the Health Department and Public Works installed a year-long temporary greenway on five blocks of the proposed Northside Greenway route (36th Ave N to 30th Ave N) and conducted an extensive evaluation of the project. The Northside Greenway is proposed to provide a designated, low stress corridor to pedestrians, bicyclists of all ages and abilities, connecting people to destinations, while increasing safety for all users.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

BP007

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$4,907,500	$0	$0	$0
Design and Project Management	$0	$0	$0	$1,887,500	$0	$0	$0
General Overhead	$0	$0	$0	$755,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$7,550,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

BP007

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$4,200,000	$0	$0	$0
Bond Activity	$0	$0	$0	$3,350,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$7,550,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

BP007 is implementing the City's Strategic Plans listed in the Minneapolis Goals and Strategic Direction section. The condition of the existing asset or intersection being addressed in BP007 is not only measured in terms of remaining life, but in how effectively it supports the City's traffic safety, accessibility, and equity goals. Improvements made through BP007 are prioritized based on the City's Vision Zero initiative, crash data, equity criteria, grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data. These improvements are designed to enhance the experience of those who are walking, biking, and rolling in Minneapolis.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Pavement along this corridor contains ratings ranging from "very good" to poor." Characteristics of pavement in this condition include:

• Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

• Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

• Good to Very Good pavement is characterized by few, narrow cracks, slight wear on the surface and a smooth ride quality.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful life span may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. This project does not leverage any additional non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposed project will create a Neighborhood Greenway along Humboldt/Irving Ave N for approximately 2.5 miles in North Minneapolis, extending from 44th Ave N to 26th Ave N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction and/or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA improvements to intersection receiving substantial upgrades. Project treatments and improvements include, but are not limited to signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right of way for all users while prioritizing and optimizing travel for people walking, bicycling, and rolling. Since 2012, the Departments of Health and Public Works at the City of Minneapolis have been exploring the possibility of converting low-volume streets in north Minneapolis into a greenway. In 2016, the Health Department and Public Works installed a year-long temporary greenway on five blocks of the proposed Northside Greenway route (36th Ave N to 30th Ave N) and conducted an extensive evaluation of the project. The Northside Greenway is proposed to provide a designated, low stress corridor to pedestrians, bicyclists of all ages and abilities, connecting people to destinations, while increasing safety for all users. The ranking of the project is 4-5.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City received $4,188,954 of federal funding from Metropolitan Council in 2026 via Regional Solicitation

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way varies between 33 – 68 feet on Humboldt Ave N, between 44th Ave N and 26th Ave N. The actual right-of-way varies between 60 – 62 feet on Irving Ave N, between 44th Ave N and 36th Ave N. Grades and encroachments typically limit utilization of the entire legal right-of-way.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. Elements of the Northside Greenway might be unique and require evaluation to determine the proper level of maintenance, particularly winter maintenance.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project will occur in the Folwell, Jordan and Weber-Camden Neighborhoods

Folwell
• White: 32.9%
• Of Color: 65.8%
o Black or African American alone: 35.4%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: 15.4%
o Other alone: Suppressed
o Two or more races alone: 7.5%
• Hispanic or Latino (of any race): Suppressed

Jordan
• White: 16.9%
• Of Color: 81.4%
o Black or African American alone: 41.9%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: 14.5%
o Other alone: Suppressed
o Two or more races alone: 7.9%
• Hispanic or Latino (of any race): 17.3%

Webber-Camden
• White: 31.4%
• Of Color: 65.1%
o Black or African American alone: 36.0%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: 7.9%
o Other alone: Suppressed
o Two or more races alone: 4.0%
• Hispanic or Latino (of any race): 18.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

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Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

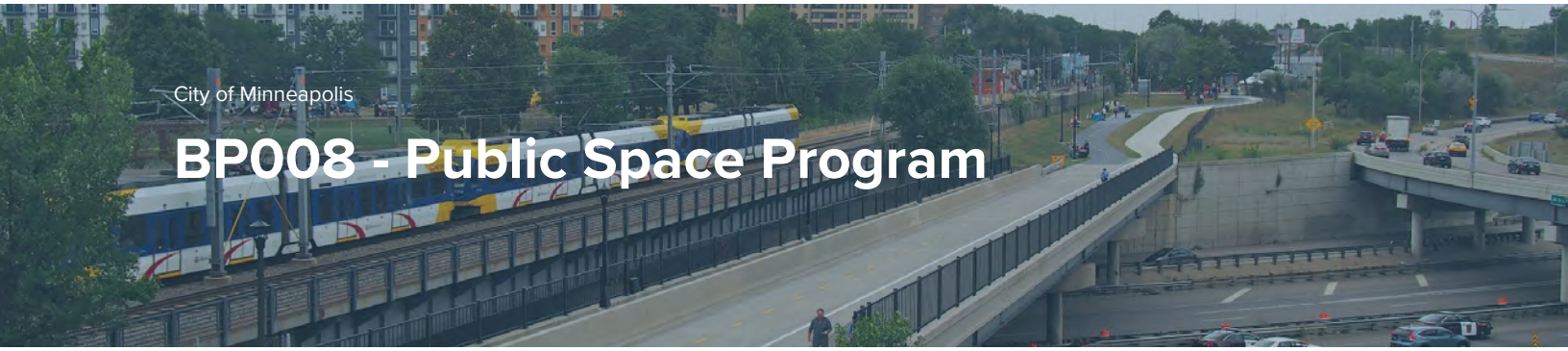
How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers
•
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

BP008 - Public Space Program

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning
Level of Need: Important
Department Priority: 24 of 58

Submitting Agency: Public Works
Contact Person: Bria Fast
Contact Phone Number: (612) 427-3461
Contact Email: bria.fast@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

This program will implement mobility hubs, parklets and plazas as recommended in the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. The Public Spaces program will support safety and equity goals that prioritize improvements to transit nodes and underutilized spaces that are natural gathering areas in communities. Improvements will activate space and reflect the unique characteristics of the communities they are located in. These spaces will utilize features such as curbs, medians, bollards/flexible traffic posts, planters, parklets, seating, tables, lockers, micromobility and bike racks, sidewalk amenities, informational signs, shelters, artwork, trees, green infrastructure, lighting, signage, shared lockers or other vertical features.

Purpose and Justification

In the summer of 2019, the City of Minneapolis launched a mobility hub pilot program to increase access to convenient, low or no carbon transportation options, including transit, shared scooters, and bikes. In 2020, the second year of the Mobility Hub pilot expanded the number of locations and included an ambassador program. The pilot ambassador program established a foundation for community relationships to be nurtured through continued partnership. The mobility hub pilot also demonstrated a strategy for how we can substantively increase access to convenient, low or no carbon transportation options, with special attention to access and convenience in communities of color. The Public Space program provides an opportunity to address historical inequities in the development of public space and transportation access points. New types of infrastructure and placemaking investment will enable access to the increasing number of modes needed to make Minneapolis easier and more attractive to traverse.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

Project Title: Public Spaces Program



Plaza enhancement at underused concrete island



In-street plaza and mobility hub



Mobility hub near a bus rapid transit station



Minneapolis
City of Lakes

Mobility hub at a Nice Ride bike station

BP008 Public Spaces Program

Project information is subject to change.

Project Cost Breakdown

BP008

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$162,500	$162,500	$162,500	$162,500
Design and Project Management	$0	$0	$0	$62,500	$62,500	$62,500	$62,500
General Overhead	$0	$0	$0	$25,000	$25,000	$25,000	$25,000
TOTAL	**$0**	**$0**	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Submitting Agency Funding Request

BP008

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$250,000	$250,000	$250,000	$250,000
TOTAL	**$0**	**$0**	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, Street
Is this request a new capital project or an existing project? New project on existing facilities
If the project is an existing asset, what is the observed remaining life of the asset?

BP008 is following guidance from the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. Spaces identified for BP008 are considered via a variety of factors, only one of which is the street and trail condition. The condition of the existing asset or the intersection/street being addressed via BP008 is not necessarily measured in terms of remaining life, but by selection criteria that prioritizes areas that are considered transit nodes and/or underutilized spaces and that support the City's safety and equity goals.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Asset condition will vary based on project location. Asset condition is based on useability of transit nodes and proximity of underutilized gathering spaces within communities citywide. This program will concentrate improvements in areas with documented historic inequities in the development of public space as defined by the Racial Equity for Transportation, the Transportation Action Plan, and other City plans and policies.

What is the expected useful life of the project/improvement?

Asphalt Resurfacing / Concrete Rehabilitation extend the life of the pavement by at least 10-15 years. Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained. For permanent features, the expected useful life is at least 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Preventative maintenance treatments will be needed to keep the public spaces in good shape, which will be paid through the existing maintenance budget

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will implement mobility hubs, parklets and plazas as recommended in the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. The Public Spaces Program will support safety and equity goals that prioritize improvements to transit nodes and underutilized spaces that are natural gathering areas in communities. Improvements will activate space and reflect the unique characteristics of the communities they are located in. These spaces will utilize features such as curbs, medians, bollards/flexible traffic posts, planters, parklets, seating, tables, lockers, micromobility and bike racks, sidewalk amenities, informational signs, shelters, artwork, trees, green infrastructure, lighting, signage, shared lockers or other vertical features.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

In the summer of 2019, the City of Minneapolis launched a mobility hub pilot program to increase access to convenient, low or no carbon transportation options, including transit, shared scooters, and bikes. In 2020, the second year of the Mobility Hub pilot expanded the number of locations and included an ambassador program. The pilot ambassador program established a foundation for community relationships to be nurtured through continued partnership. The mobility hub pilot also demonstrated a strategy for how we can substantively increase access to convenient, low or no carbon transportation options, with special attention to access and convenience in communities of color. The Public Space program provides an opportunity to address historical inequities in the development of public space and transportation access points. New types of infrastructure and placemaking investment will enable access to the increasing number of modes needed to make Minneapolis easier and more attractive to traverse. Asset condition will vary between 4-5 based on project location.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? Y

Describe the economic development impact of the project:

Implementing the Public Spaces program will encourage community involvement and support moderate tax base growth by encouraging more community engagement and activity.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Many of these locations are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Mobility hubs, plazas and parklets are part of an overall strategy to improve multimodal transportation choices in Minneapolis.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists - these projects will enhance access and comfort along multi-modal facilities.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, right-of-way is constrained in most of these spaces, and there are generally tradeoffs in most of these spaces with traffic lanes and parking lanes; however, these spaces will be implemented in underutilized spaces that align safety recommendations outlined in the Vision Zero Action Plan.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Public Works is still assessing the costs of maintenance for public spaces. A pilot feasibility study was conducted in 2019.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. Public Works is still assessing the costs of maintenance for public spaces. A pilot feasibility study was conducted in 2019. Public Works is having ongoing discussions regarding the appropriate level of maintenance for public spaces, particularly for winter operations including plowing.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Maintenance costs for public spaces will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of public spaces, although it is based on

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

a very small sample of locations and does not include an extended history of seasonal weather events. As more public spaces projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

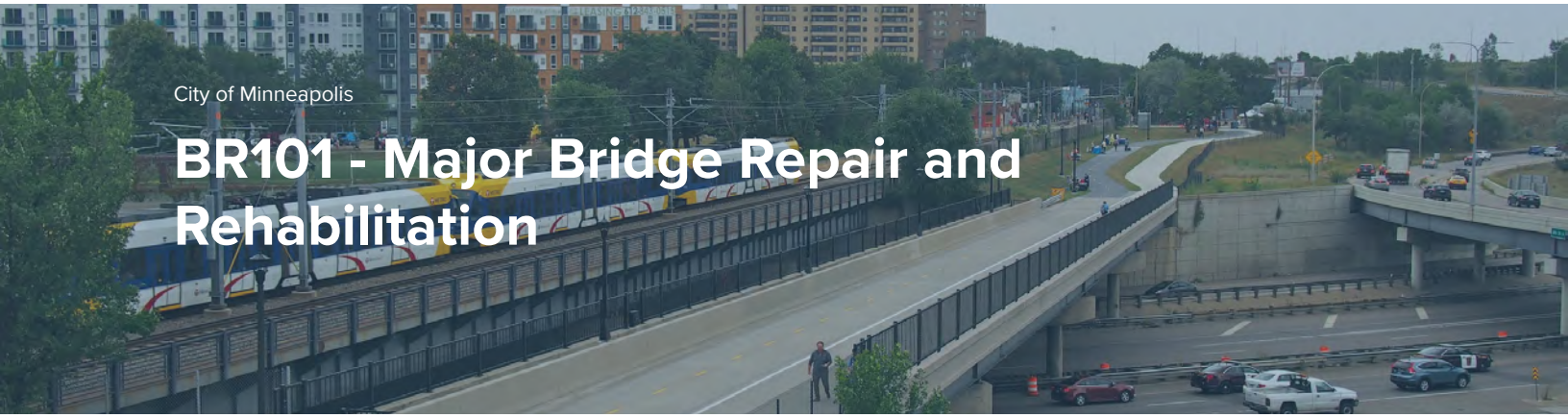
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base. The Public Spaces program address four major strategies in the Transportation Action Plan; ACTION 1.3: Convert street space for shared mobility services (either high occupancy motor vehicles or micromobility options) and other emerging technologies. These conversions should improve the quality of pedestrians or transit travel; ACITON 2.2: Create a Minneapolis Plaza Program to convert underused street space for pedestrians, greening and green infrastructure using guidance from the plaza standards in the Minneapolis Zoning Code; ACTION 3.1: Design intersections and transit stops to foster safe and predictable interactions between all users consistent with the updated Street Design Guide and Metro Transit's bus stop design guidelines. Explore integrating creative ideas like parklets and plazas with bus stop designs. See Technology Action 3.1, and ACTION 5.2: Design intersections and transit stops to foster safe and predictable interactions between all users consistent with the updated Street Design Guide and Metro Transit's bus stop design guidelines. Explore integrating creative ideas like parklets and plazas with bus stop designs. Finally, see the Freight section's ACTION 1.3: Pilot a shared locker system that can accommodate multiple e-commerce deliveries and is available to the public; focus on incorporating as component of mobility hub project.

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City of Minneapolis

BR101 - Major Bridge Repair and Rehabilitation

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant / Important
Department Priority: 2 of 58

Submitting Agency: Public Works
Contact Person: Tracy Lindgren
Contact Phone Number: 612-290-5898
Contact Email: Tracy.Lindgren@minneapolismn.gov
Prior Year Bond Authorizations: $400,000

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

This program encompasses the rehabilitation and major repairs of existing City bridges to extend the operational life of the bridge structures. Candidates are chosen based on public safety and cost effectiveness of the improvements being made. This program will rehabilitate and make major repairs to bridge decks, railings, sidewalks, abutments, piers, approaches, and other various components associated with bridges. Tunnels that are directly underneath and support a roadway are also managed as bridges. Typical methods utilized include repairs and or replacement of bridge decks, replacement of bearings and expansion joints, bridge approach replacement, sidewalk and curb replacement, railing replacement, beam repair or replacement as necessitated by condition, repairs of delaminated concrete on the structure, corrosion mitigation, pavement striping, and painting of steel beams to extend their longevity.

Purpose and Justification

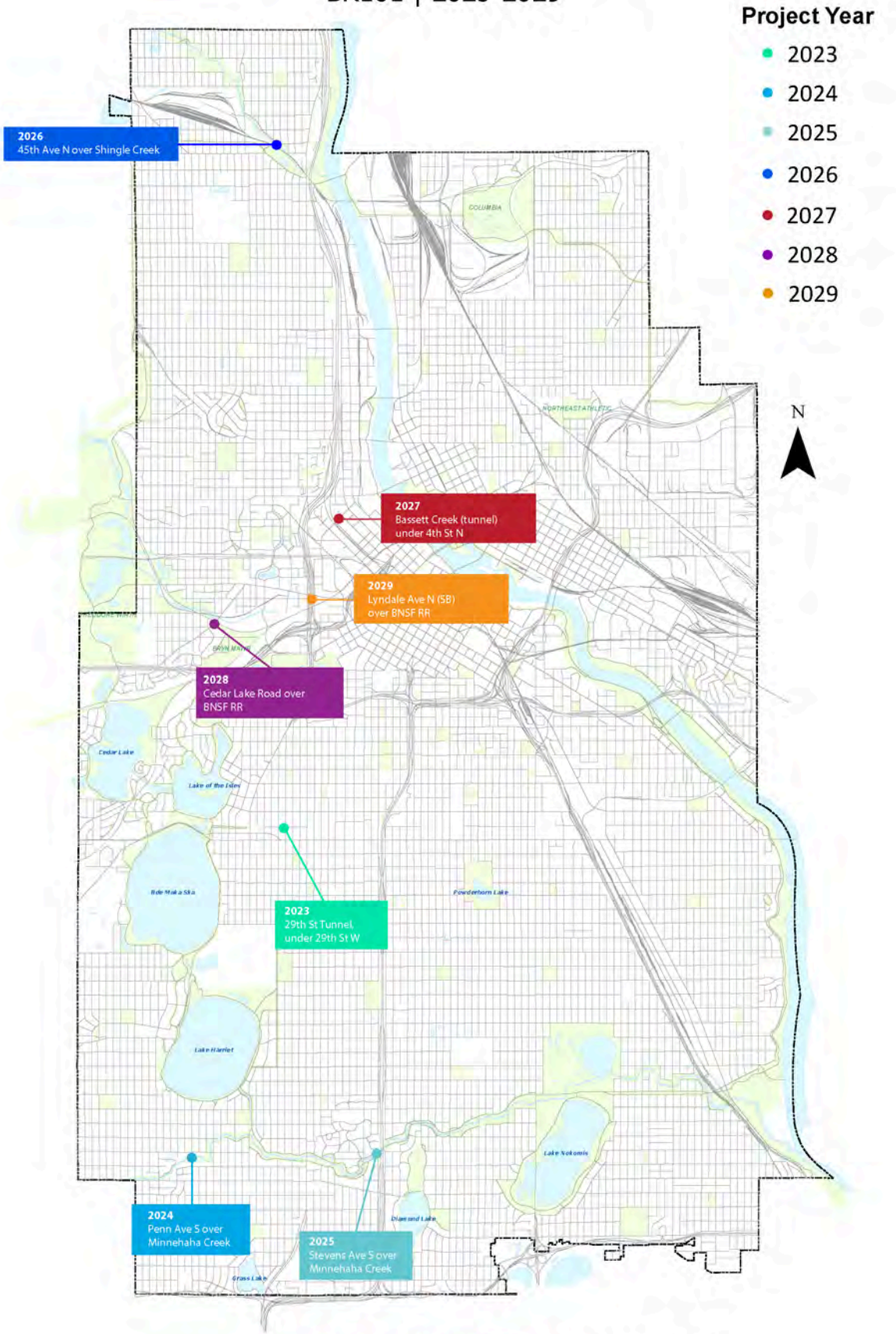
These major repair and rehabilitation expenses are relatively small and significantly extend the operational life of the much larger bridge asset. Consequently, the benefits of extending the operational life of the City's bridge inventory through major repair and rehabilitation is realized through this program.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

Bridge Repair Program Map

BR101 | 2023-2029



SUBJECT TO CHANGE **Updated 3/9/2023**

Photos







Project Cost Breakdown

BR101

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$260,000	$260,000	$260,000	$260,000	$260,000	$260,000	$260,000
Design and Project Management	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
General Overhead	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000	$40,000
TOTAL	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**

Submitting Agency Funding Request

BR101

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000	$400,000
TOTAL	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**	**$400,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Bridge
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair. It is estimated that the expected remaining life of projects completed as part of this program is roughly 20-40 years, depending on the project and the type of repair required.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified, and then imported into a bridge management software for further evaluation. The current NBI bridge condition ratings for projects in this program range from poor to fair condition.

What is the expected useful life of the project/improvement?

Successful repairs will increase the functional life of a bridge by at least 20 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain bridges within the City, deferring or canceling repair and rehabilitation projects such as those completed by BR101 could lead to a bridge's condition deteriorating to such a point that a more costly project is required.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is

classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program encompasses the rehabilitation and major repairs of existing City bridges to extend the operational life of the bridge structures. Candidates are chosen based on public safety and cost effectiveness of the improvements being made. This program will rehabilitate and make major repairs to bridge decks, railings, sidewalks, abutments, piers, approaches, and other various components associated with bridges. Tunnels that are directly underneath and support a roadway are also managed as bridges. Typical methods utilized include repairs and or replacement of bridge decks, replacement of bearings and expansion joints, bridge approach replacement, sidewalk and curb replacement, railing replacement, beam repair or replacement as necessitated by condition, repairs of delaminated concrete on the structure, corrosion mitigation, pavement striping, and painting of steel beams to extend their longevity.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

These major repair and rehabilitation expenses are relatively small and significantly extend the operational life of the much larger bridge asset. Consequently, the benefits of extending the operational life of the City's bridge inventory through major repair and rehabilitation is realized through this program. Bridges in the BR101 program can be rated as 2-4 as they require a range of treatments to remain in working order.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Projects vary from year to year. Typically projects in BR101 address structural elements of bridges and preserve an existing asset, as to not disturb current uses.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Cost impacts represent an analysis of "Routine Bridge Maintenance" expenses.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Any unspent balance will be reallocated to current and future program years

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs, if program funding is reduced each year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

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Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

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The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

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1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
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Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
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3. Make transit facilities feel more welcoming and safer.

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2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within BR101 typically fall under:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

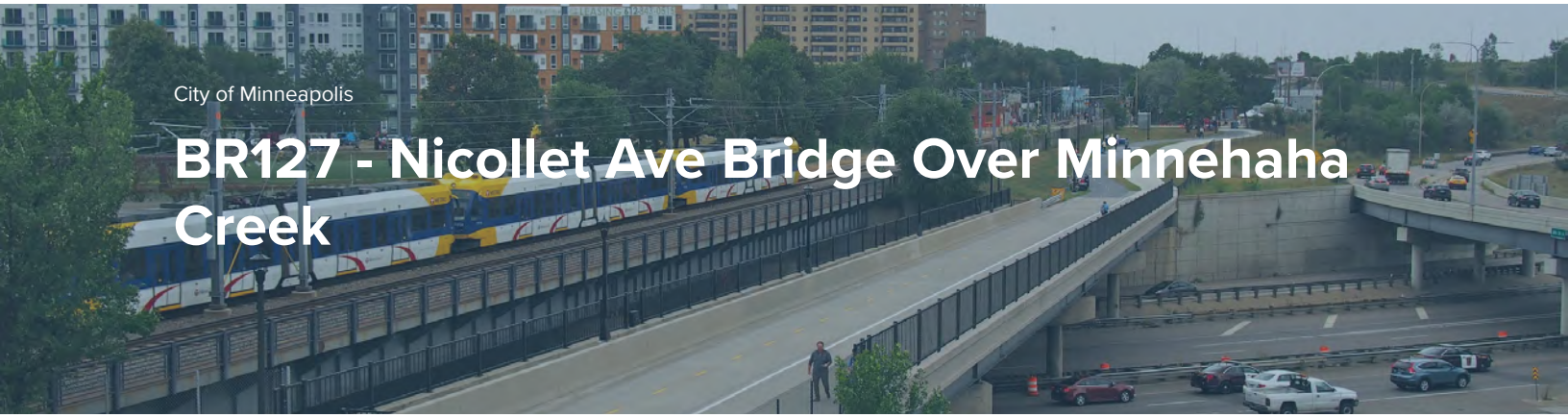
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

BR127 - Nicollet Ave Bridge Over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2027
Ongoing Program: No
Current Phase: Planning
Level of Need: Critical
Department Priority: 3 of 58

Submitting Agency: Public Works
Contact Person: Ahmed Omar
Contact Phone Number: 612-673-3612
Contact Email: Ahmed.Omar@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Nicollet Ave (Westbound Minnehaha Pkwy to Eastbound Minnehaha Pkwy)
City Sector: Southwest
Affected Neighborhoods: Tangletown
Affected Wards: 11

Project Description

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.

Purpose and Justification

The existing bridge has a current Sufficiency Rating of 56.6. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” The existing Bridge rates “fair” in this category which requires major rehabilitation work.

The expansion joints at each of the arch spans are the primary cause of structural distress. Moisture and salts are penetrating these joints and causing significant chloride contamination of the concrete superstructure. These joints should be replaced with new waterproof expansion joints.

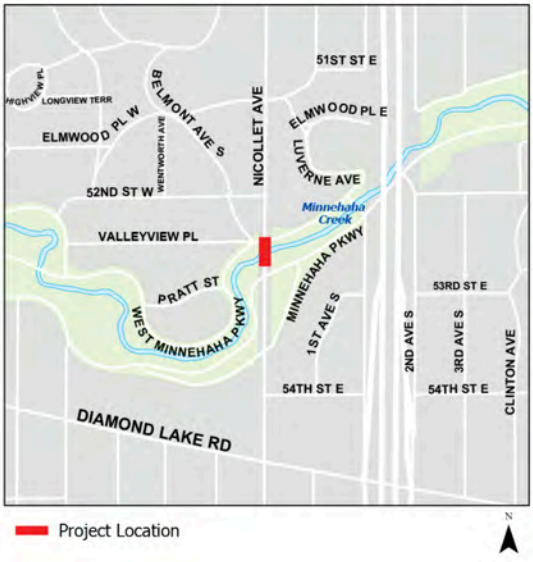
Concrete delamination is evident throughout the superstructure and areas may pose a threat to loosen and broken concrete falling. All areas of concrete delamination should be removed, the underlying surfaces repaired, and the concrete replaced. In addition, all damaged concrete pier caps at joint locations should be removed and replaced. Concrete deck replacement or concrete overlay may also be needed.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

Project Title: Nicollet Ave Bridge over Minnehaha Creek











Minneapolis
City of Lakes

BR127 Nicollet Ave Bridge over Minnehaha Creek

Contact: Meseret Wolana, 612-673-3527

Project information is subject to change.

Project Cost Breakdown

BR127

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$27,935,582	$9,926,918	$0
Design and Project Management	$0	$0	$0	$0	$10,744,455	$3,818,046	$0
General Overhead	$0	$0	$0	$0	$4,297,782	$1,527,218	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$42,977,818**	**$15,272,182**	**$0**

Submitting Agency Funding Request

BR127

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$0	$42,977,818	$4,263,755	$0
Bond Activity	$0	$0	$0	$0	$0	$11,008,427	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$42,977,818**	**$15,272,182**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Bridge structure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The existing bridge has a current Sufficiency Rating of 65.8. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being "poor," 5 to 6 being "fair," and 7-9 being "good." The existing Bridge rates "fair" in this category which requires major rehabilitation work.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public works uses the Minnesota bridge inspection report to assess condition of bridges in the city of Minneapolis, in which a host of bridge elements are identified, quantified, and rated based on each elements condition. The bridge has a current Sufficiency Rating of 65.8. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the 50 years expected useful life of the structure.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 70 years, Major bridge Rehabilitation extend the life of the bridge by at least 25-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. Currently serves as a connector with 7’ bike lanes and a raised 12’ sidewalks on both sides of the bridge, and 11’ two-way traffic lanes. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The existing bridge has a current Sufficiency Rating of 65.8. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” The existing Bridge rates “fair” in this category which requires major rehabilitation work. This Bridge has a current service level of a 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Federal funding through Metropolitan Council's Regional Solicitation secured in the amount of $7,000,000 in year 2027, city has and will continue to actively pursue other federal funding and State Bridge Bond.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

See revenues section in year 2027

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This Project partners with MnDOT State Aid, Minneapolis Park and recreation Board, Metro Transit, Minnehaha Creek Watershed District, and neighborhood groups. Collaboration with partners will focus on construction activities, detour of vehicular and multi modal system users

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, Nicollet Avenue South is served by Metro Transit Bus route 18. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through protected bike and pedestrian concrete bike buffer.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way is constrained by the width of the bridge. There should be sufficient width to accommodate all necessary modes.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

($45,000)

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

The amount is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by the Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

N/A

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project will occur in the Tangletown Neighborhood.

Tangletown
• White: 82.2%
• Of Color: Suppressed
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o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: Suppressed
o Other alone: Suppressed
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• Hispanic or Latino (of any race): Suppressed

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3. Collaborate with community on addressing transportation issues.

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Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). This project will use:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and

advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

The rehabilitation of this project will build, maintain, and enhance access to multi-modal transportation options for residents and business through a balanced system of transportation modes.

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City of Minneapolis

BR133 - Cedar Lake Road Bridge Over BNSF Railroad

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2027
Ongoing Program: No
Current Phase: Design
Level of Need: Significant
Department Priority: 4 of 58

Submitting Agency: Public Works
Contact Person: Abdullahi Abukar
Contact Phone Number: 612-673-2463
Contact Email: Abdullahi.Abukar@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Cedar Lake Rd (Morgan Ave S to Chestnut Ave W)
City Sector: North
Affected Neighborhoods: Bryn-Mawr, Harrison
Affected Wards: 5, 7

Project Description

The proposed project will reconstruct approximately 280’ of Cedar Lake Road Bridge over BNSF between Morgan Ave S and Cedar Lake Road Bridge over CP Rail and Bassett Creek. Currently, the corridor includes 142’ foot bridge that spans over BNSF railroad. The approach road includes at grade unprotected bike lanes in both directions, two vehicular lanes and sidewalks on both sides of the roadway. The area along the project corridor includes residential single-family homes, park area owned and operated by the Minneapolis Park & Recreational Board, and BNSF Railway undercrossing. The project is a bridge reconstruction project involving the entire right-of-way and will include bridge replacement, new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include lighting improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

The bridge over the BNSF railroad is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has a sufficiency rating of 65.1. This bridge is owned by the BNSF railroad. The City is responsible for routine bridge maintenance under an existing maintenance agreement with BNSF. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.”

The Cedar Lake Bridge over BNSF rates “Fair”, this structure has a timber piling which requires a major maintenance to extend the life of the Bride and it is prudent to replace the whole structure and able to accommodate potential non-motorized use. This project also provides an opportunity to improve the pedestrian realm by improving the bicycle facility, and ADA ramps. This corridor serves an estimated 460 people walking, 160 people biking, and 1500 people driving per day.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

BR133

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$6,175,000	$0	$0
Design and Project Management	$0	$0	$0	$0	$2,375,000	$0	$0
General Overhead	$0	$0	$0	$0	$950,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$9,500,000**	**$0**	**$0**

Submitting Agency Funding Request

BR133

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$0	$5,638,755	$0	$0
Bond Activity	$0	$0	$0	$0	$3,861,245	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$9,500,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Bridge infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 70 years with properly timed maintenance and repair. Public Works manages the local bridges based upon the expected bridge life span through a series of reoccurring inspection and maintenance such as deck overlay, joint rehabilitation, other maintenance treatments that extend the functional lifespan of the City's bridges.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public works uses the Minnesota bridge inspection report to assess condition of bridges in the city of Minneapolis, in which a host of bridge elements are identified, quantified, and rated based on each elements condition. The bridge is currently adequate and in fair standing according to the bridge inspection report; but a timber bridge has a shorter life span than a concrete bridge and it is nearing its functional life span. Rehabilitation will not be a sufficient option on a timber bridge greater than 30 years old. A load rating has already been posted and soon the bridge will require major rehabilitation if not replaced.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 70 years. Major bridge Rehabilitation extend the life of the bridge by at least 25-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Cedar Lake Road Bridge over BNSF currently serves as a connector bike path with 6’ bike lanes on both sides of the bridge. Cedar Lake Road is not currently on the pedestrian priority network, but the current facility for pedestrians is a raised 6’ sidewalk on both sides of the bridge. The street currently does not have planned transit operating on the corridor.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service for this project entails a full bridge replacement with upgrades to the pedestrian realm. The bridge over the BNSF railroad is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has a sufficiency rating of 65.1. This bridge is owned by the BNSF railroad. The City is responsible for routine bridge maintenance under an existing maintenance agreement with BNSF. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” The Cedar Lake Bridge over BNSF rates “Fair”, this structure has a timber piling which requires a major maintenance to extend the life of the bridge and it is prudent to replace the whole structure and able to accommodate potential non-motorized use. Currently the bridge service level ranks as a 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include BNSF. Collaboration with BNSF will focus on upgrading the grade separation and transferring ownership of the bridge to City of Minneapolis. The project will also coordinate with Minneapolis Park & Recreation Board and the MnDOT.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through investigation of improvement opportunities for the bicycle and pedestrian facilities.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a timber bridge in poor condition is estimated at $1,500 annually.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project will occur in the Bryn-Mawr and Harrison Neighborhoods.

Bryn-Mawr
• White: 89.9%
• Of Color: Suppressed
o Black or African American alone: Suppressed
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: Suppressed
o Other alone: Suppressed
o Two or more races alone: 4.5%
• Hispanic or Latino (of any race): Suppressed

Harrison
• White: 29.7%
• Of Color: 64.1%
o Black or African American alone: 47.8%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: 7.4%
o Other alone: Suppressed
o Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

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Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

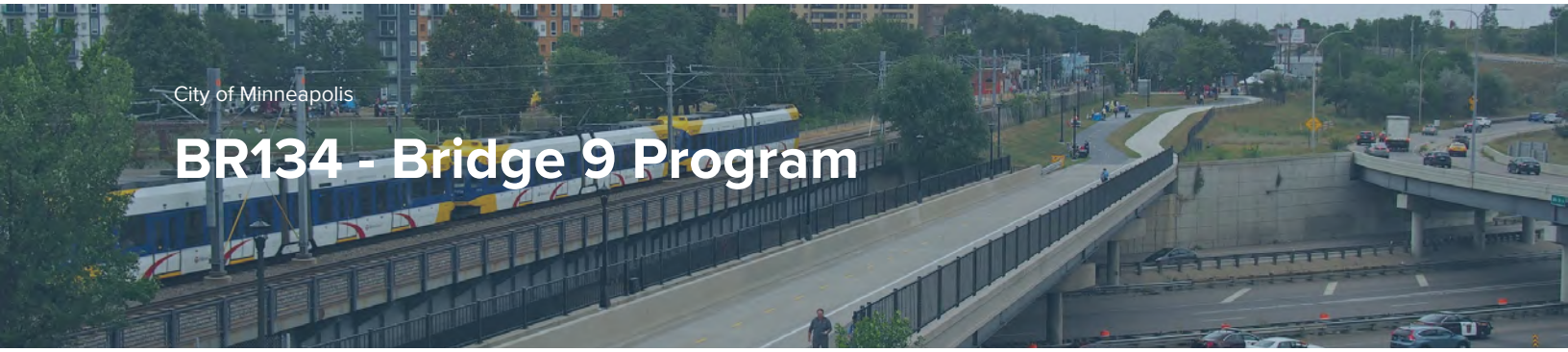
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
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Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

BR134 - Bridge 9 Program

Project Details:

Project Start Date: 2019
Estimated Project Completion Date: 2027
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Critical
Department Priority: 5 of 58

Submitting Agency: Public Works
Contact Person: Petru Vizoli
Contact Phone Number: 612-673-2368
Contact Email: Petru.Vizoli@minneapolismn.gov
Prior Year Bond Authorizations: $2,480,000

Project Location:

Address: Over the Mississippi River, south of the I-35W bridge and the 10th Ave S bridge.
City Sector: Downtown East
Affected Neighborhoods: Cedar Riverside, University of Minnesota
Affected Wards: 2

Project Description

Bridge No. 9 was constructed in 1922 by the Northern Pacific Railroad to carry freight railroad tracks over the Mississippi River. Portions of a preceding structure, constructed in the late 1800's, were used for the 1922 replacement. This bridge is commonly known as Bridge No. 9, based on its Northern Pacific Railroad nomenclature.

Following acquisition of the bridge by the City of Minneapolis in 1986 and conversion to pedestrian use in 1999, the bridge currently provides a Mississippi River crossing for the Minneapolis bicycle trail system adjacent to the University of Minnesota East and West Bank campuses. This bridge connects the Bluff Street Trail to the Dinkytown Greenway, serving connections between downtown Minneapolis to the University of Minnesota. Estimated daily trips (EDT) for 2018 were 1,450 for bicyclists and 540 for pedestrians.

In 1994, Bridge No. 9 was determined to be eligible for the National Register of Historic Places under Criterion A as a Community Planning and Development project that has made a significant contribution to the broad patterns of Minneapolis history.

The main spans are two 245-foot deck trusses. Three curved, riveted, steel plate girder approach spans are located on the west side and two steel, riveted plate girder approach spans are located on the east side. The total length of the bridge is 952 feet. The deck width is 27 feet at the two truss spans (Span 3 and Span 4). The east approach spans (Span 1 and Span2) and the west approach spans (Span 5, Span 6 and Span7) have a 30-foot deck width. The two truss spans were originally constructed with an open tie deck. The ties were replaced with a concrete deck when the pedestrian conversion was completed in 1999. The original ballast deck approach spans on both sides remained with bituminous pavement replacing the rail and ballast.

Purpose and Justification

In 2012, Critical Findings related to Pier 2 and Pier 4 were discovered and led to immediate emergency repairs. Repairs at Pier 3 began in 2014 and were completed in 2015. Repairs at Pier 6 and 7 were completed in 2020 and Pier 5 in 2022.

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher priorities. These priorities may change as the bridge condition is reassessed annually during regular bridge inspections. The paramount objective is to maintain a high level of bridge safety.

Encasements of Pier 2, Abutment 1 bridge seat reconstruction and bluff rock stabilization are considered priority 1 in 2023.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

Project Title: Bridge No. 9 Program







Minneapolis
City of Lakes

BR134 Bridge No. 9 Program
Contact: Jack Yuzna, 612-673-3527

Project information is subject to change.

Project Cost Breakdown

BR134

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,612,000	$2,470,000	$1,495,000	$3,087,500	$3,653,000	$0	$0
Design and Project Management	$620,000	$950,000	$575,000	$1,187,500	$1,405,000	$0	$0
General Overhead	$248,000	$380,000	$230,000	$475,000	$562,000	$0	$0
TOTAL	**$2,480,000**	**$3,800,000**	**$2,300,000**	**$4,750,000**	**$5,620,000**	**$0**	**$0**

Submitting Agency Funding Request

BR134

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$2,480,000	$3,800,000	$2,300,000	$4,750,000	$5,620,000	$0	$0
TOTAL	**$2,480,000**	**$3,800,000**	**$2,300,000**	**$4,750,000**	**$5,620,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Bridge
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair. It is estimated that the expected useful life of the rehabilitated Bridge #9 to be around 50 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Bridge #9 is Poor Condition.

What is the expected useful life of the project/improvement?

Bridge Rehabilitation should extend the life of the bridge elements that were repaired by at least 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is

classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The trail on the bridge currently operates as a 2 ways shared bike and pedestrian facility and is not planned to have transit operating on the corridor. The bridge is identified along Existing High Frequency Transit Network bike route in the Transportation Action Plan . Estimated daily trips (EDT) for 2018 were 1,450 for bicyclists and 540 for pedestrians. The bridge is not along a commercial corridor and does not have freight travel or frequent deliveries.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

In 2012, Critical Findings related to Pier 2 and Pier 4 were discovered and led to immediate emergency repairs. Repairs at Pier 3 began in 2014 and were completed in 2015. Repairs at Pier 6 and 7 were completed in 2020 and Pier 5 in 2022.

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher priorities. These priorities may change as the bridge condition is reassessed annually during regular bridge inspections. The paramount objective is to maintain a high level of bridge safety.

Full service level for this project would entail to have an NBI condition rating rated as in good condition for all bridge elements. At the current time the asset works but needs priority rehabilitation work, giving it a service level of a 3. The current NBI bridge condition rating for Bridge #9 is Poor Condition.

Encasements of Pier 2, Abutment 1 bridge seat reconstruction and Bluff rock stabilization are considered priority 1 in 2023.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No grants or non-City funding has been secured at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include: University of Minnesota and Minneapolis Park and Recreation Board
Collaboration with partners will focus on:
-University Steam line relocation during Bridge repairs
-University temporary construction license that the city requested for the use of the University's Property in the "Bridge Work and Staging Areas" and the "Access Routes"
-Collaboration with MPRB for the potential detour of vehicles, bicyclists and pedestrians in the bridge work and staging areas.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No, Bridge # 9 is not on an existing or planned transitway, transit route. It is a high-volume non-motorized river crossing bridge.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists. Bridge #9 has provided a significant bicycle and pedestrian connection between Downtown and the University of Minnesota. Pedestrian and bicyclists will benefit from the preservation of this crucial Mississippi River crossing. The City's off-street trail facility over the Mississippi River provides a convenient and attractive alternative for local residents and University of Minnesota students and employees to travel between the Cedar Riverside Neighborhood on the West Bank to the U of M in the East Bank.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No, the right-of-way is not constrained by the width of the bridge. There should be sufficient

width to accommodate all necessary modes.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

($4,500)

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This project requires major rehabilitation and it is not economical for city maintenance crew to perform rehabilitation work. The amount is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by the Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This project has been ongoing for multiple years and is completing individual project elements each construction season.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs such as BR134, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project is taking place between the Cedar Riverside Neighborhood and the University of Minnesota Neighborhood.

Cedar Riverside
• White: 27.1%
• Of Color: 72.1%
o Black or African American alone: 55.6%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: 9.5%
o Other alone: Suppressed
o Two or more races alone: 4.1%
• Hispanic or Latino (of any race): 1.9%

University of Minnesota
• White: 75.1%
• Of Color: 21.9%
o Black or African American alone: Suppressed
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: 14.0%
o Other alone: Suppressed
o Two or more races alone: 4.5%
• Hispanic or Latino (of any race): 4.6%

The bridge currently provides a Mississippi River crossing for the Minneapolis bicycle trail system adjacent to the University of Minnesota East and West Bank campuses and is used by a diverse array of bicyclists and pedestrians that might possibly live in other neighborhoods as well.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Bridge 9 Improvements is a Bridge Repair program. Due to the nature of this program the public participation goal is to inform:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

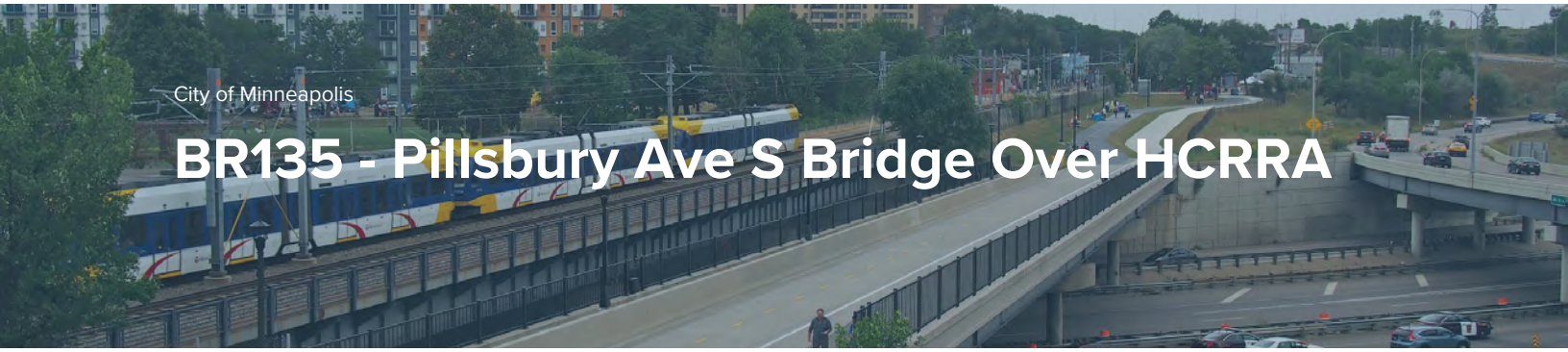
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

BR135 - Pillsbury Ave S Bridge Over HCRRA

Project Details:

Project Start Date: 4/15/2025
Estimated Project Completion Date: 11/15/26
Ongoing Program: No
Current Phase: Planning
Level of Need: Critical
Department Priority: 6 of 58

Submitting Agency: Public Works
Contact Person: Petru Vizoli
Contact Phone Number: 612-673-2368
Contact Email: Petru.Vizoli@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Pillsbury Ave S over Midtown Greenway
City Sector: Southwest
Affected Neighborhoods: Whittier
Affected Wards: 10

Project Description

The proposed project will reconstruct the existing Pillsbury Ave S bridge which is a three span; cast-in-place concrete beam structure built in 1914. Currently the superstructure has a NBI condition rating of 5 which would be described as fair condition. The NBI rating for substructure is 4 which would be described that the bridge is in poor condition. Soon the structure is approaching replacement status. The deficient items on the bridge are the superstructure and the substructure. Currently the bridge carries vehicles, pedestrians and bicyclists and the cross section consist of one driving lane and one sidewalk in both directions. The bridge does not carry a dedicated bike trail.

The land use by the bridge is comprised of residential properties along Pillsbury Ave S and Hennepin County under the bridge. Hennepin County owns the Midtown Greenway which crosses under the bridge.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1914. The bridge is currently 108 years old and approaching a deficiency rating requiring replacement. The current status of the bridge is functionally obsolete and the most cost-effective method to rehabilitate the bridge is replacement. This corridor serves an estimated of 1,040 people walking, 100 people biking and 5,200 people driving per day.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

BR135

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$5,070,000	$0	$0	$0	$0
Design and Project Management	$0	$0	$1,950,000	$0	$0	$0	$0
General Overhead	$0	$0	$780,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$7,800,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

BR135

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$5,441,192	$0	$0	$0	$0
Bond Activity	$0	$0	$2,358,808	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$7,800,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Bridge
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Pillsbury Ave S bridge is poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement

markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Pillsbury Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is not identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. Estimated daily trips (EDT) for 2018 were 100 for bicyclists, 1040 for pedestrians and 5,200 for vehicles. The bridge is not along a commercial corridor and does not have freight travel or frequent deliveries.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher priorities. These priorities may change as the bridge condition is reassessed annually during regular bridge inspections. The paramount objective is to maintain a high level of bridge safety.

This bridge is currently 108 years old and approaching a deficiency rating requiring replacement. The current status of the bridge is functionally obsolete and the most cost-effective method to rehabilitate the bridge is replacement.

Full service level for this project would entail to have an NBI condition rating rated as in good condition for all bridge elements. At the current time the asset works but needs reconstruction work soon, a service level 3 rating. The current NBI bridge condition rating for Pillsbury Ave S bridge is poor condition.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

The Minneapolis city council authorized the submittal of the BROS Grant for $4,160,000 with a 20% local match to be paid for by the City of Minneapolis and HCRRA (splitting the 20% match evenly); Minneapolis and HCRRA are required to match $520,000 each.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

See Above

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRA) and State Historic Preservation Office (SHPO).
Collaboration with partners will focus on:
- MNDOT - State Aide for Local Transportation – federal funding distribution
- Hennepin County Regional Railroad Authority (HCRRA)- Right of Way management
- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

YYes, the project is located on an existing high-volume pedestrian corridor due to its proximity to a shopping mall and apartment complex. The project shall improve the transit experience by implementing wider sidewalks and ADA improvements including ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through improved sidewalks and providing ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No. There should be sufficient width to accommodate all necessary modes.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will relocate those dollars to aging infrastructure elsewhere in the system. In general, the annual amount to maintain this bridge which is in fair condition is $6,470; which is an average based on actual costs tracked in the finance system for maintenance work, provided by Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works started preliminary design and public involvement in 2022, completing the design in 2024 and construction in 2025.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

investment required to realize the full expected useful life of the project:

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

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Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

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The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The project will occur in the Whittier neighborhood.

Whittier
• White: 53.7%
• Of Color: 42.3%
o Black or African American alone: 18.9%
o American Indian and Alaskan Native alone: 0.9%
o Asian or Pacific Islander alone: 3.2%
o Other alone: Suppressed
o Two or more races alone: 6.9%
• Hispanic or Latino (of any race): 16.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

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1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). The BR135 project aims to use:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

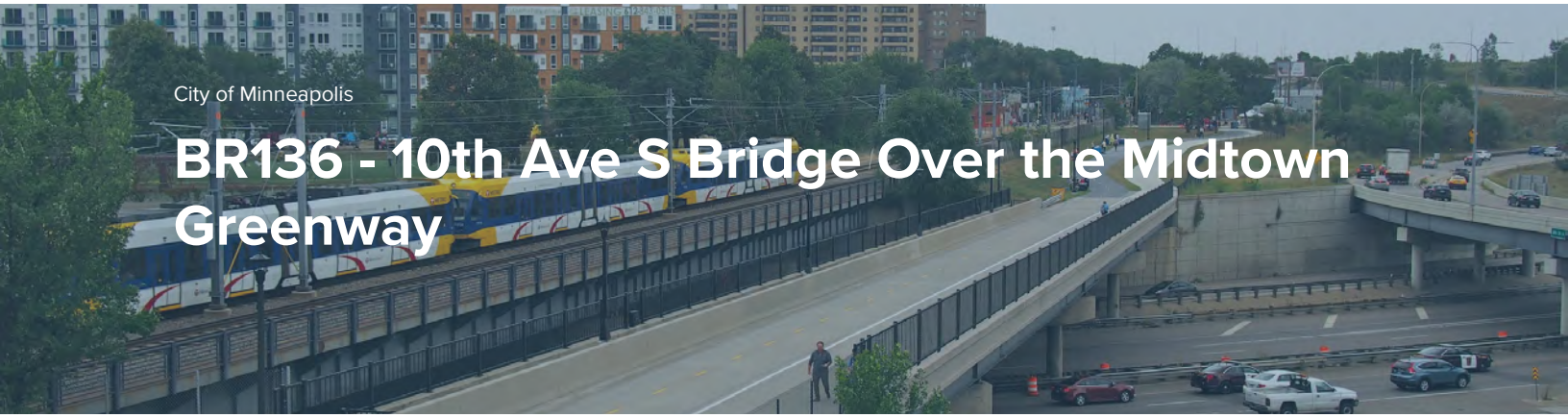
How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

BR136 - 10th Ave S Bridge Over the Midtown Greenway

Project Details:

Project Start Date: 4/15/2025
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Planning / Design
Level of Need: Critical
Department Priority: 7 of 58

Submitting Agency: Public Works
Contact Person: Petru Vizoli
Contact Phone Number: (612) 673-2368
Contact Email: petru.vizoli@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Southwest
Affected Neighborhoods: Midtown Phillips
Affected Wards: 10
Description of Location: 10th Ave S over the Midtown Greenway

Project Description

The 10th Avenue Bridge over the Midtown Greenway (Bridge L8915) carries vehicular and pedestrian traffic over the Midtown Greenway in the City of Minneapolis. The bridge was constructed in 1915 as a three-span structure. In the 1930s, the south stub abutment was removed along with most of the south span. A tall abutment was constructed as part of a train shed connected to the old Sears building on the south. The 1930s work also included adding a short span between the train shed and the existing pier. It is a contributing element in the Chicago, Milwaukee, and St. Paul Railroad Grade Separation Historic District.
Currently, Bridge L8915 is a four-span continuous concrete multi-beam bridge with arched fascia beams. The overall bridge length is approximately 113 feet.

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure currently has a NBI condition rating of 4 which would be described that the bridge is in poor condition.

A special inspection and load rating report was performed in December 2021. Due to load capacity issues, it was determined to restrict the loading on the bridge. Currently the bridge is closed to vehicular traffic.

On one side, the bridge is still open for pedestrians and bicyclists. The cross section consists of one driving lane and one sidewalk in both directions. The bridge does not carry a dedicated bike trail.

The land use by the bridge is comprised of commercial, residential and Minneapolis Park board properties along 10th Ave S and Hennepin County under the bridge. Hennepin County owns the Midtown Greenway which crosses under the bridge.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1915. The bridge is currently 107 years old, it is currently closed due to load capacity issues and is requiring replacement. Vehicle traffic volumes(ADT) on the bridge were 3772 (surveyed in 2018) with 570 Cyclists and 940 Pedestrians (both surveyed in 2016)

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

BR136

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$5,460,000	$0	$0	$0	$0
Design and Project Management	$0	$0	$2,100,000	$0	$0	$0	$0
General Overhead	$0	$0	$840,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$8,400,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

BR136

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$6,065,639	$0	$0	$0	$0
Bond Activity	$0	$0	$2,334,361	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$8,400,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Bridge
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Pillsbury Ave S bridge is fair condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement

markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

10th Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. Estimated daily trips (EDT) for 2016 were 570 for bicyclists ,940 for pedestrians. ADT for vehicles in 2018 was 3,772. The bridge is one block away from two commercial corridors (Lake St, Chicago Ave S) and has freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The project has a level of service of 1. Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure currently has a NBI condition rating of 4 which would be described that the bridge is in poor condition. A Special inspection and load rating report was performed in December 2021. Due to load capacity issues, it was determined to restrict the loading on the bridge. Currently the bridge is closed to vehicular traffic. On one side, the bridge is still open for pedestrians and bicyclists. This bridge is currently 107 years old and the most cost-effective method to rehabilitate the bridge is replacement.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes, a total of $5,040,000 of federal funding through Bridge Off-System Grant program has been awarded to this project for construction in 2026.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The Minneapolis city council authorized the submittal of the BROS Grant for $5,040,000 with a 20% local match to be paid for by the City of Minneapolis and HCRRA (splitting the 20% match evenly); Minneapolis and HCRRA are required to match $630,000 each. A total of $5,040,000 of federal funding through Bridge Off-System Grant program has been awarded to this project for construction in 2026.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRA) and State Historic Preservation Office (SHPO).
Collaboration with partners will focus on:
- MNDOT - State Aide for Local Transportation – federal funding distribution
- Hennepin County Regional Railroad Authority (HCRRA)- Right of Way management

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the project is located on an existing high-volume pedestrian corridor due to its proximity to a Midtown Global Market, Andersen Middle School, Allina Central Laboratory, Abbott Northwestern Hospital and an apartment complex. The project shall improve the transit experience by implementing wider sidewalks and ADA improvements including ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through improved sidewalks and providing ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No. There should be sufficient width to accommodate all necessary modes.

- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges and Midtown Exchange building

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

($6,470)

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will relocate those dollars to aging infrastructure elsewhere in the system. In general, the annual amount to maintain this bridge which is in poor condition is $6,470; which is an average based on actual costs tracked in the finance system for maintenance work, provided by Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the road surface in good shape. This will be paid for by the existing annual operating budget

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works anticipates beginning preliminary design and public involvement in 2023, completing the design in 2024 and construction in 2025.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

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Improve the tree canopy and urban forest.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project will occur in the Midtown Phillips Neighborhood.

Midtown Phillips
• White: 26.2%
• Of Color: 71.0%
o Black or African American alone: 44.8%
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: Suppressed
o Other alone: Suppressed
o Two or more races alone: Suppressed
• Hispanic or Latino (of any race): 21.1%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

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1. Improve year-round transportation options for people who do not drive.
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3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
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The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). This project aims to reach:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

The design features of the reconstruction work will maintain the historical character of the Midtown Greenway Corridor while enhancing the geometry to reflect current design standards. Completing this will require a collaborative effort of the City of Minneapolis, Minnesota Department of Transportation, Federal Government, CPED, HCRRA and the State Historic Preservation Office.

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City of Minneapolis

BR137 - Nokomis Ave S Bridge Over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 8 of 58

Submitting Agency: Public Works
Contact Person: Abdullahi Abukar
Contact Phone Number: (612) 673-2463
Contact Email: abdullahi.abukar@minneaplismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: South
Affected Neighborhoods: Ericsson
Affected Wards: 12
Description of Location: Nokomis Ave Bridge over Minnehaha Creek

Project Description

This project proposes the major repair and renovation of the Nokomis Avenue Bridge over Minnehaha Creek between 46th Street East and 47th Street East. Currently, the corridor includes a 41' bridge that spans over Minnehaha Creek. The approach road includes 2 vehicular lanes and sidewalks on both sides. The area along the corridor includes residential single-family homes and the Minnehaha Creek undercrossing. The project is a bridge rehabilitation project involving structural components of the bridge superstructure. The existing bridge is a single span concrete girder bridge, 41 feet long and 56 feet wide. The original bridge was built in 1922. This bridge is a part of the grand rounds historic district and sees a high number of pedestrian traffic. The EDT for pedestrians and bikes are 450 and 250 respectively.

Purpose and Justification

The bridge over the Minnehaha Creek is a single span concrete girder bridge that was built in 1922. The bridge is 41 feet long and 56 feet wide with a sufficiency rating of 82. Deficiencies and deterioration are evident in the superstructure and substructure of the bridge. The rehabilitation recommendation includes deck replacement, interior girder replacement and substructure concrete repairs. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being "poor," 5 to 6 being "fair," and 7-9 being "good." The existing Bridge deck and substructure rated "fair" and the superstructure and culvert rated "good". This bridge is a part of the grand rounds historic district and sees a high number of pedestrian traffic. The EDT for peds and bikes are 450 and 250 respectively.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

BR137

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
General Overhead	$0	$0	$0	$780,000	$0	$0	$0
Design and Project Management	$0	$0	$0	$300,000	$0	$0	$0
Construction Costs	$0	$0	$0	$120,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$1,200,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

BR137

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$1,200,000	$0	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$1,200,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Bridge
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 70 years with properly timed maintenance and repair. Public Works manages the local bridges based upon the expected bridge life span through a series of reoccurring inspection and maintenance such as deck overlay, joint rehabilitation, other maintenance treatments that extend the functional lifespan of the City's bridges.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public works uses the Minnesota bridge inspection report to assess condition of bridges in the city of Minneapolis, in which a host of bridge elements are identified, quantified, and rated based on each elements condition. This bridge will need to be rehabilitated to extend its serviceable life. A consultant was hired to review the bridge's current condition and provide an assessment on the bridge. The consultant performed a material test study, field observation and inspection to gather data for their recommendation. The consultant's recommendation yielded that the bridge is due for a major rehabilitation due to the underperforming superstructure and the deterioration of the concrete in the substructure. The city engineers reviewed their report and concurred.

What is the expected useful life of the project/improvement?

Major bridge Rehabilitation should extend the life of the bridge by at least 25-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Nokomis Ave bridge over Minnehaha Creek a future near term low stress bikeway, currently the roadway doesn't have a designated bike path. Nokomis Ave is not on the pedestrian priority network, the current facility for pedestrians is a raised 7' sidewalk on the east sides of the bridge and 9' on the west side of the street. **What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").**

A full service for this project entails a major bridge rehabilitation with upgrades to the pedestrian realm. The bridge over the Minnehaha Creek is a single span concrete girder bridge that was built in 1922. The bridge is 41 feet long and 56 feet wide with a sufficiency rating of 82. Deficiencies and deterioration are evident in the superstructure and substructure of the bridge. The rehabilitation recommendation includes deck replacement, interior girder replacement and substructure concrete repairs. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being "poor," 5 to 6 being "fair," and 7-9 being "good." The existing Bridge deck and substructure rated "fair" and the superstructure and culvert rated "good". Currently the bridge service level ranks as a 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is a high-volume pedestrian corridor as it is part of the grand rounds trail system. This project will look to provide ADA accessible features on to the trail connections this bridge has.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through deck configuration improvements with in the current deck width.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No, there should be sufficient width to accommodate all necessary modes.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a timber bridge in poor condition is estimated at $1,500 annually.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City’s public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City’s public right of way.

Public Health
The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life.” Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in

accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project is occurring in the Ericsson neighborhood.

Ericsson
• White: 86.0%
• Of Color: Suppressed
o Black or African American alone: Suppressed
o American Indian and Alaskan Native alone: Suppressed
o Asian or Pacific Islander alone: 2.3%
o Other alone: Suppressed
o Two or more races alone: 3.2%
• Hispanic or Latino (of any race): 3.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

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Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

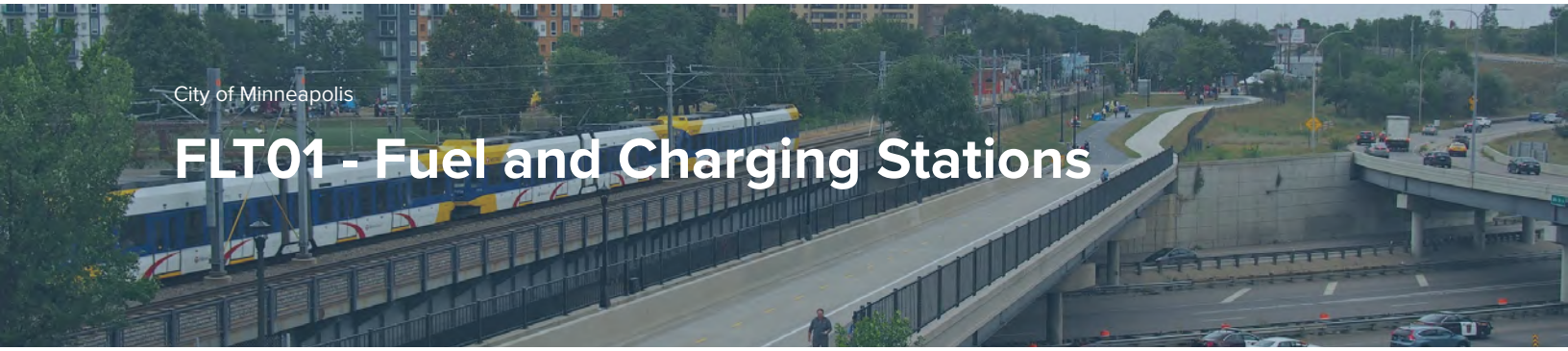
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Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

FLT01 - Fuel and Charging Stations

Project Details:

Project Start Date: 2023
Estimated Project Completion Date: 2028
Ongoing Program: Y
Current Phase: Planning
Level of Need: Critical
Department Priority: Ex. 1 of 3

Submitting Agency: Public Works
Contact Person: Al Thunberg
Contact Phone Number: 612-673-5443
Contact Email: Al.Thunberg@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403
City Sector:
Affected Neighborhoods:
Affected Wards:
Description of Location:

Project Description

Upgrade fuel dispensing systems and install electric vehicle charging stations at various City owned facilities.

Purpose and Justification

The fuel dispensing systems are approaching 25 years of age and have reached the end of their life cycle. Maintenance costs are high and parts are becoming obsolete. A failure could result in a negative environmental impact. Fuel distribution is a critical function and upgrading dispensing systems ensures we can continue providing this service.

Access to electric vehicle charging is a critical component to the conversion of the city fleet from internal combustion engines to electric vehicles. Funding is needed to deploy chargers at city facilities in coordination with the conversion to electric vehicles. We will continue to pursue outside funding (e.g. MPCA funding or Xcel partnerships) to leverage city funding.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

Electric Vehicle and Charger Update and Projected Needs

The attached spreadsheet estimates the number of EV's that will be added to the City fleet over the next 6 years. Three scenarios have been projected: small, medium, and large.

Some assumptions to determine numbers:

- Cost per charger and electrical infrastructure estimated at $10,000 per unit in 2023
- 3% inflation factor per year
- City will need one charger for every two EV's added to the fleet
- Small scenario determined primarily by what EV's are available now or likely to be in the next 6 years
- Medium determined by adding some medium size trucks that may have EV's available over the next 6 years
- Large was determined by adding in some off-road equipment and adding several vehicles that may be available as an EV over the next 6 years

Variables:

- Cost per charger with infrastructure varies widely per project
- Highly utilized vehicles may need a dedicated charger
- Less utilized vehicles may only need one charger for 3-4 EV's
- Driving range per full charge drops off significantly in cold months, projected number of chargers may not be adequate depending on utilization
- A portion of the costs may be offset through grants
- New facilities should include EV chargers and infrastructure to be included as part of the facility development project

Current EV Fleet and Chargers:

- 20 Chevrolet Bolts in service
- 1 Ford Transit Connect Van in service
- On order, expected to be in service mid 2022:
  - 16 Chevrolet Bolts
  - 1 Ford Transit Van
  - 1 Ford Lightning Pickup (we have requested 5 but production is limited)

Current EV Chargers for City Fleet:

- 2 in the Federal Ramp
- 4 at the Hiawatha Maintenance Facility
- 4 at the Royalston Maintenance Facility
- 10 at the Eastside Maintenance Facility
- 2 at the Water Treatment Facility
- 1 at the Currie Maintenance Facility
- In process, expected to be operable by mid-2022:
  - 4 at the Aldrich Facility
  - 4 at the Currie Maintenance Facility
  - 2 at the Traffic Facility on Border Ave
  - 1 DC Fast Charger at Currie Maintenance Facility
  - 6 additional chargers at the Hiawatha Maintenance Facility

6 YEAR EV CHARGER PROJECTIONS (3 scenarios)

		2023	2024	2025	2026	2027	2028	Totals
Small	Additional EV's	16	50	68	66	110	77	387
	Additional Charger	8	25	34	33	55	39	194
	Est cost	$80,000	$257,500	$360,706	$360,591	$619,025	$452,088	$2,129,910
Med	Additional EV's	23	73	90	81	122	88	477
	Additional Charger	12	37	45	41	61	44	240
	Est cost	$120,000	$381,100	$477,405	$448,007	$686,555	$510,048	$2,623,115
Large	Additional EV's	30	99	111	97	138	100	575
	Additional Charger	15	50	56	49	69	50	289
	Est cost	$150,000.00	$515,000.00	$594,104.00	$535,423.00	$776,595.00	$579,600.00	$3,150,722.00

Project Cost Breakdown

FLT01

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Furniture, Fixtures, and Equipment	$200,000	$250,000	$292,052	$262,711	$383,298	$284,800	$0
Construction Costs	$40,000	$250,000	$292,052	$262,712	$383,297	$284,800	$0
Design and Project Management	$10,000	$15,000	$10,000	$10,000	$10,000	$10,000	$0
TOTAL	**$250,000**	**$515,000**	**$594,104**	**$535,423**	**$776,595**	**$579,600**	**$0**

Submitting Agency Funding Request

FLT01

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$250,000	$515,000	$594,104	$535,423	$776,595	$579,600	$0
TOTAL	**$250,000**	**$515,000**	**$594,104**	**$535,423**	**$776,595**	**$579,600**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Fleet Equipment
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The fuel dispensing systems are approaching 25 years of age and have reached the end of their life cycle. The Charging stations are new.

What is the expected useful life of the project/improvement?

25 Years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Maintenance costs for fuel islands are high and parts are becoming obsolete.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Both projects will be covered by internal service funds/use of fund balance.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Fuel Islands must pass annual MPCA inspections. City Fleet is transitioning to EVs as per the Green Fleet Policy.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

For fuel dispensing systems, the current system works but not well (3). For EVs, 5.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

We will be entering into a partnership with Xcel to increase the number of electrical vehicle charging station in City facilities. Xcel will provide wiring and electrical infrastructure in Federal parking ramp, the Aldrich facility and the Water Treatment facility for up to 70 charging ports. The City will be responsible for purchasing charging stations.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

No.

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Charging stations may require small amounts of increased maintenance. Fuel systems will result in reduced maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?
We anticipate small increase.

Year that Operating Incr/(Decr) will take effect?
2023

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Cost allocations

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The fuel dispensers, containment sumps, and plumbing from the tanks to the dispensers at the Bryant Ave fuel site will be replaced with modern equipment that meets current regulations for new fuel sites.

Electric charging stations will be installed at the Federal ramp, the Aldrich facility and Currie to coincide with the anticipated partnership with Xcel Energy. Charging stations will also be installed at various City facilities as the electric vehicle fleet expands.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility to scale in accordance with the procurement of electric vehicles.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice - Replacing fuel dispensing systems are essential to the maintenance of the City's fleet. The build out of electric charging stations are required to support the expansion of the City's green fleet. The City's fleet is used by City staff to keep our City safe, clean and livable.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Public Works is focusing electric vehicle conversion and associated charging infrastructure at facilities in Racially Concentrated Areas of Poverty. The Hiawatha facility recently received four charging stations funded with city money and VW settlement funds.

CBR editors should fill this in with stats from affected neighborhoods here: https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

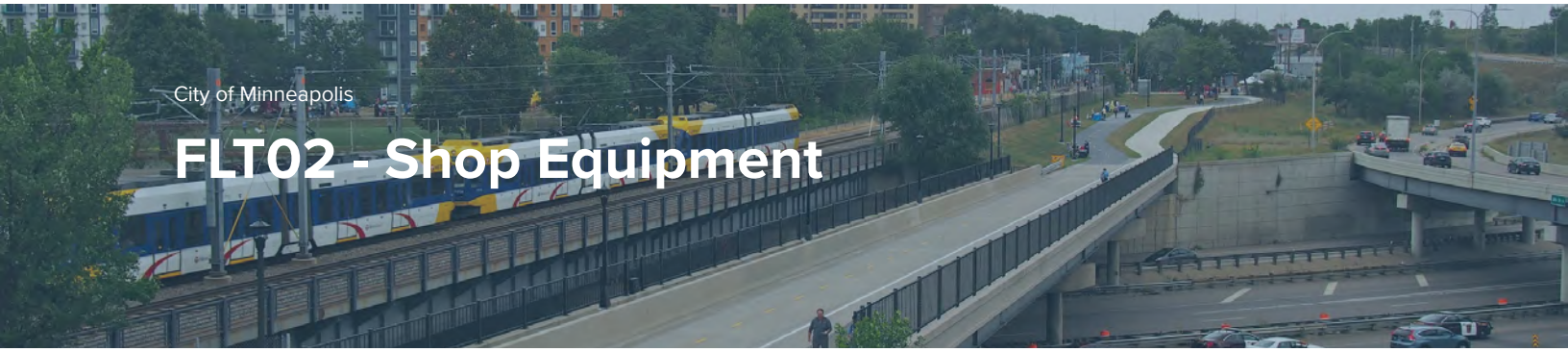
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day.

The funding for additional charging stations will result in operating efficiencies through lower fuel and maintenance costs.

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City of Minneapolis

FLT02 - Shop Equipment

Project Details:

Project Start Date: 2024
Estimated Project Completion Date: 2028
Ongoing Program: Y
Current Phase: Planning
Level of Need: Significant
Department Priority: Ex. 2 of 3

Submitting Agency: Public Works
Contact Person: Christopher Royston
Contact Phone Number: 612-673-5443
Contact Email:
Christopher.Royston@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403
City Sector:
Affected Neighborhoods:
Affected Wards:
Description of Location:

Project Description

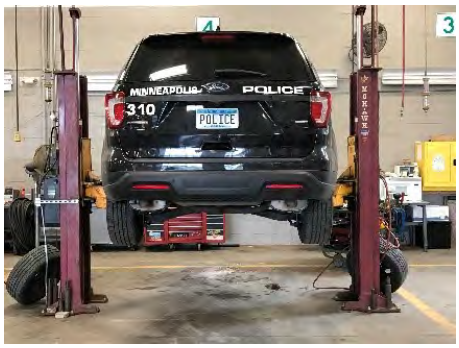
Replace aging equipment and adding OSHA required safety measures at the shop.

Purpose and Justification

The vehicle hoists at Royalston maintenance facilities are 20 plus years old, corroding and have reached the end of their life cycle. Replace aging vehicle hoists at Royalston maintenance facilities. 6 post truck hoist replacing a 4 post hoist for Currie - current ones are aged and may fail to meet regulations. New longer body style for fire trucks need longer inground hoists. Purchase an air conditioning recycling machine that meets current refrigerate specifications. New 4 Scanners for - Water Fridley, Water East yard, University and Harriet fuel locations. Scanners are for diagnosing emissions issues (after treatment system) Reduce GHG emissions. Upgrade mezzanine gates to meet safety requirements. The current one is 25 years old. New heavy duty car tire changers for semis and heavy equips.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

FLT02

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Furniture, Fixtures, and Equipment	$75,000	$350,000	$280,000	$25,000	$0	$0	$0
TOTAL	**$75,000**	**$350,000**	**$280,000**	**$25,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

FLT02

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$75,000	$350,000	$280,000	$25,000	$0	$0	$0
TOTAL	**$75,000**	**$350,000**	**$280,000**	**$25,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Fleet Equipment
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?
Vehicle hoists are existing and are showing signs of aging. Security gates are new - to meet safety requirements. Maintenance costs are high to meet OSHA requirements.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Current equipment have reached the end of their life cycle and are in poor condition - not compliant with safety regulations. Hoists are aged and corroded.

What is the expected useful life of the project/improvement?

20 plus years life expected for the shop equipment.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Safety issues and non compliance with OSHA requirements. If hoists are taken out of service unexpectedly, it would impact service delivery.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Fleet Fund balance. Over the years, fleet fund has accumulated enough balance that can help fund improvements in capital assets used in Fleet Operations.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Most shop equipment must pass annual inspections. Annual OSHA inspections are required on shop equipment to ensure employee safety. Current inspections have resulted in high repair costs and some hoists had to be taken out of service to be repaired.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Shop equipment is needed to maintain City's fleet. Safe running vehicles are needed by our employees to keep our City safe, clean and livable.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Shop equipment - No increase in operating costs

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

N/A

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

N/A

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - Replacing aging equipment will ensure we can maintain our current level of emergency vehicle availability

Racial Equity Impact Analysis

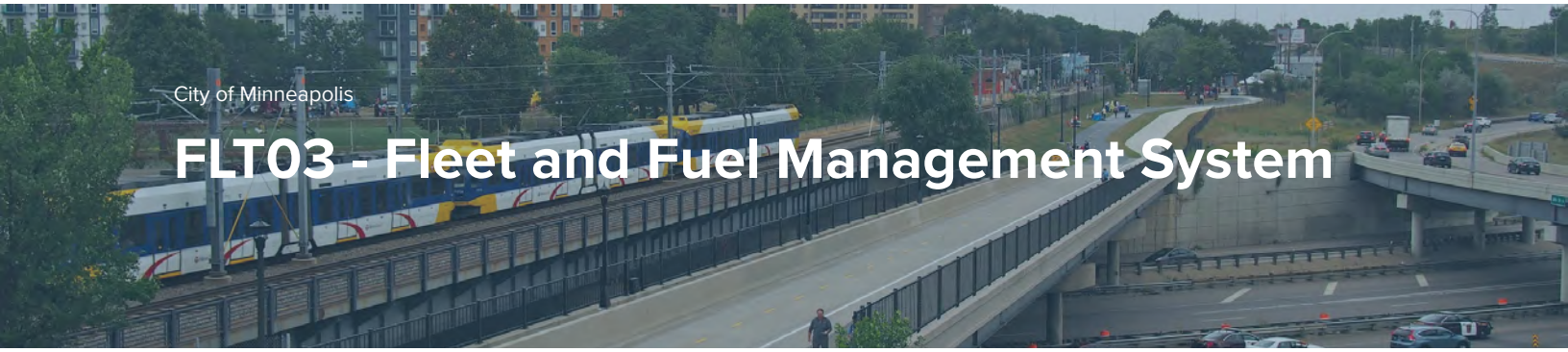
Fleet services is an internal city service that serves City departments and not outside customers. Engagement process happens through CLIC. Fleet Service works closely with Rosevelt High School staff to provide field trips to fleet facilities to promote the automotive repair field/career. Current employees have attended career fairs to increase awareness of city job opportunities.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day. Replacing aging equipment will ensure we can maintain our current level of vehicle availability.

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City of Minneapolis

FLT03 - Fleet and Fuel Management System

Project Details:

Project Start Date: 2023
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning
Level of Need: Desirable
Department Priority: Ex. 3 of 3

Submitting Agency: Public Works
Contact Person: Christopher Royston
Contact Phone Number: 612-673-5443
Contact Email:
Christopher.Royston@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403
City Sector:
Affected Neighborhoods:
Affected Wards:
Description of Location:

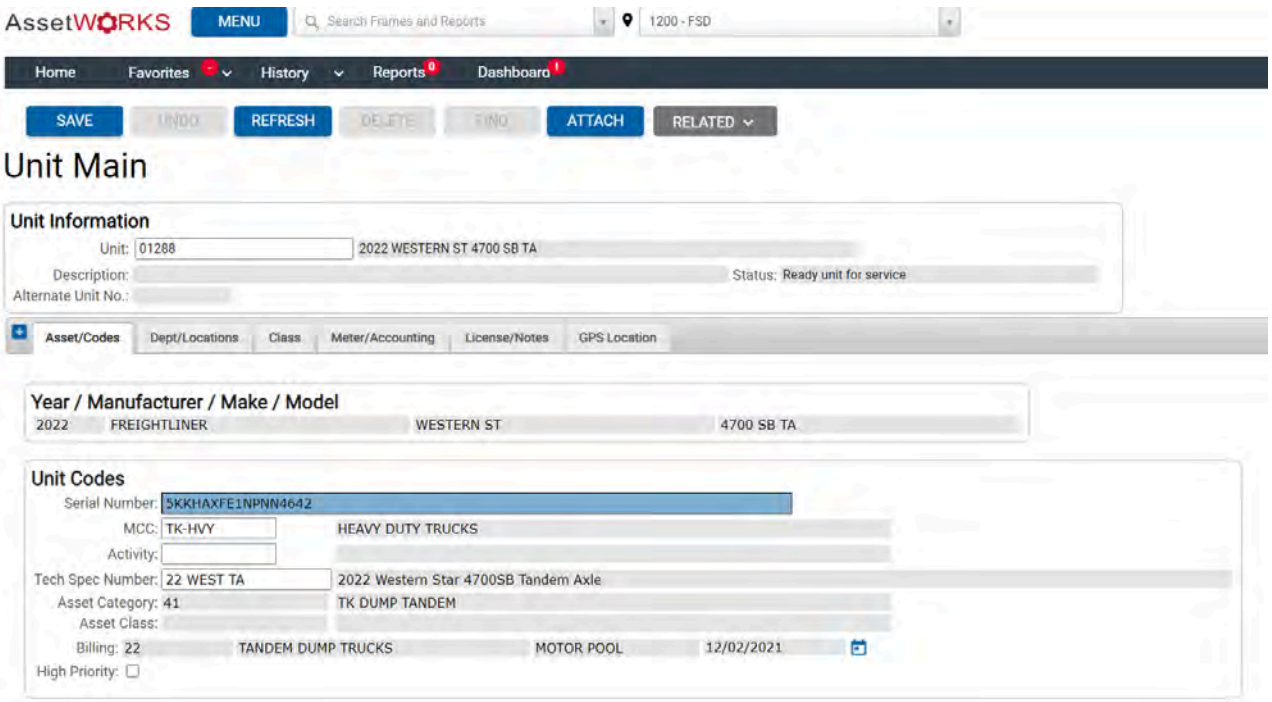
Project Description

The RFP for a new fleet management system may result in an entire new system through a new vendor, or new refreshed contract with AssetWorks aka Trapeze.

Purpose and Justification

Our fleet management system contract for M5/AssetWorks has been in place for more than 15 years. IT and Procurement have informed Fleet that we need to put out an RFP and explore the market for a fleet management system An up to date fully vendor supported version of fleet management is essential to City operations as it is the operational system for fuel, vehicle tracking, maintenance, and technician time tracking. The fleet management system provides means to manage fleet, maintenance and repair; parts and product procurement, distribution and inventory; secure fueling activity; labor capture, billing and reporting.

Project Visuals and Map



Project Cost Breakdown

FLT03

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Furniture, Fixtures, and Equipment	$10,000	$0	$225,000	$310,000	$0	$0	$0
Construction Costs	$65,000	$0	$225,000	$125,000	$0	$0	$0
Design and Project Management	$25,000	$100,000	$50,000	$15,000	$0	$0	$0
TOTAL	**$100,000**	**$100,000**	**$500,000**	**$450,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

FLT03

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$100,000	$100,000	$500,000	$450,000	$0	$0	$0
TOTAL	**$100,000**	**$100,000**	**$500,000**	**$450,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Fleet management technology system
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? Contract ends 12/2023

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Satisfactory - meets our needs

What is the expected useful life of the project/improvement?

20

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Operating increase in annual support likely in 2024

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Cost Allocations

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Meets City's security standards.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Stakeholders would include MPRB, City's IT and other City departments. Fleet Services supports most City Departments by providing vehicles, maintenance, and fuel.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Operating increase in annual support likely

What is the estimated annual operating cost increase or (decrease) for this project?

5% minimum

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Standard support increases are 5%

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Annual costs are shared by system users

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

In the event this project takes longer than 2 years to execute, the funding would be spread over additional years.

Minneapolis City Goals

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services - A fleet and fuel management system is essential to maintain, manage and keep operational the City's fleet. The City's fleet is a necessary tool for our City staff that keep the City safe, clean and livable.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

N/A

CBR editors should fill this in with stats from affected neighborhoods here:
https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Fleet Services is starting a mechanic trainee program with a goal to increase participation from BIPOC community. ?????

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

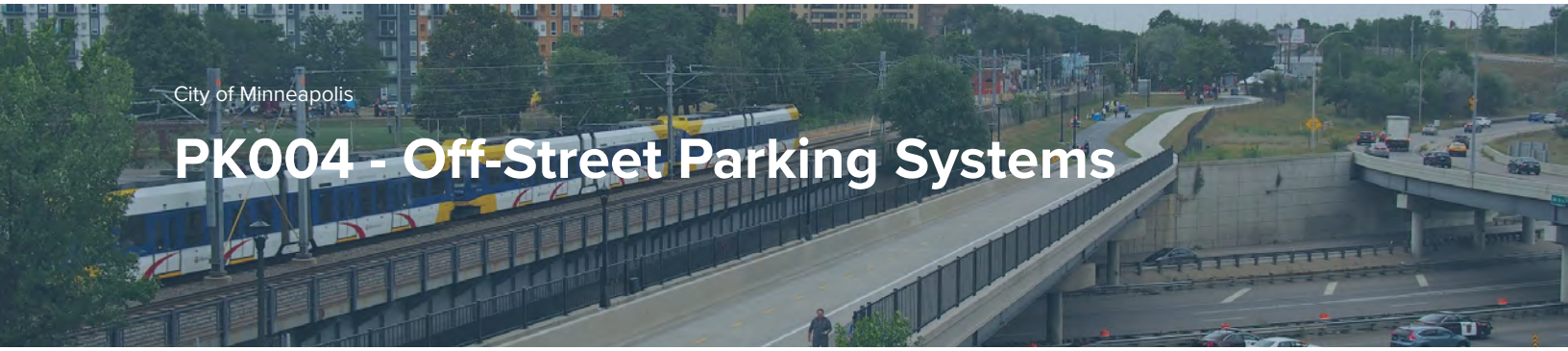
A fleet and fuel management system is essential to maintain, manage and keep operational the City's fleet. The City's fleet is a necessary tool for our City staff that keep the City safe, clean and livable.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day.

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City of Minneapolis

PK004 - Off-Street Parking Systems

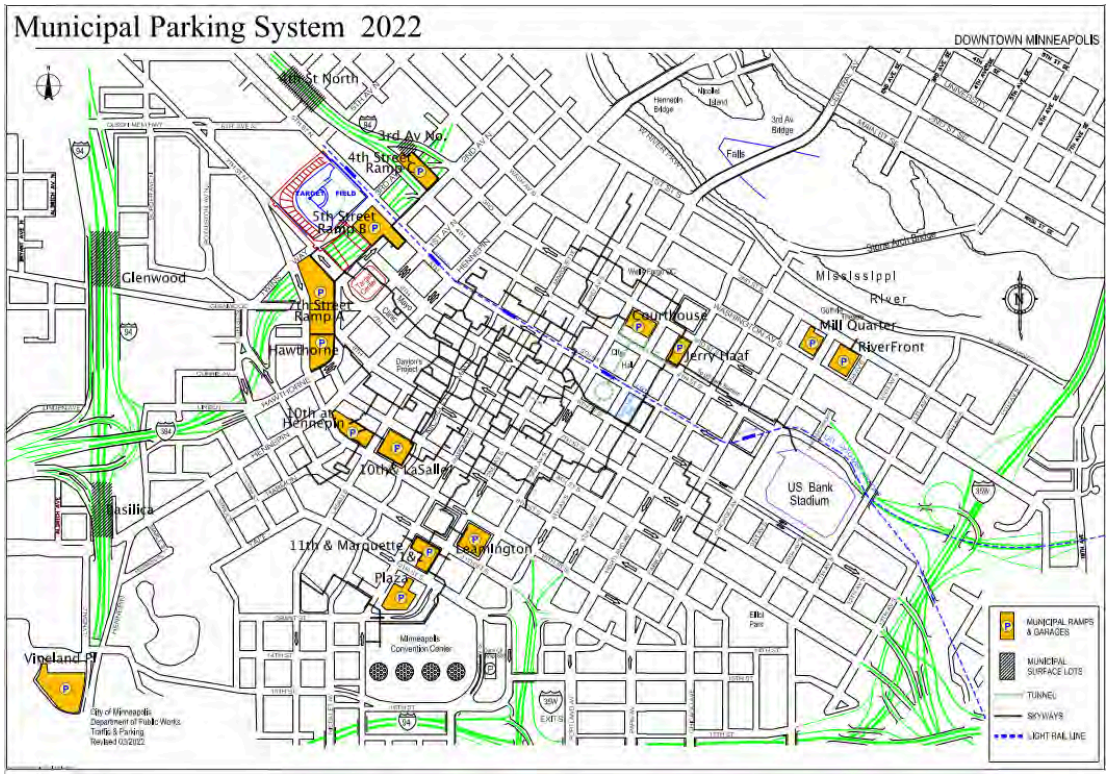
Project Details:

Project Start Date:
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Critical
Department Priority: 1 of 1

Submitting Agency :Public Works, Traffic and Parking
Contact Person: Tim Drew
Contact Phone Number: 612 673-2152
Contact Email: timothy.drew@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0.00

Project Location:

Address: Various downtown Parking Ramps (see map)
City Sector:
Affected Neighborhoods:
Affected Wards:
Description of Location:



Project Description

Ongoing modernization, and necessary capitol improvements to mitigate aging infrastructure

Purpose and Justification

This ongoing work is required to maintain the integrity of the parking ramps, elevators, other means of ramp entry/exit, and the associated skyways. The work help maintain a number of city goals and it is funded by the revenue generated by the parking system.

Breakdown of the critical tasks covered by the project

	2024	2025	2026	2027	2028	2029	Total	Location
Elevator modernizations	$ 450,000						$ 450,000	Haaf
Elevator modernizations	$ 400,000	$ 1,100,000	$ 300,000			$ 500,000	$ 2,300,000	Hawthorne (6)
Elevator modernizations					$ 450,000		$ 450,000	Vinland (2)
Elevator modernizations					$ 450,000		$ 450,000	MQ (2)
Elevator modernizations					$ 1,500,000		$ 1,500,000	Riverfront
Elevator modernizations				$ 1,150,000	$ 1,000,000	$ 250,000	$ 2,400,000	Leamington 1-7 (6)
Elevator modernizations				$ 1,600,000			$ 1,600,000	Hilton 1-2, 15-16 (4)
Elevator modernizations				$ 1,000,000	$ 300,000		$ 1,300,000	Hennepin (4)
Elevator modernizations						$ 1,300,000	$ 1,300,000	Plaza (4)
Elevator modernizations					$ 400,000	$ 300,000	$ 700,000	Fed Courts (2)
Condensers and EMS replaced						$ 200,000	$ 200,000	Hennepin
Parking Equipment						$ 1,850,000	$ 1,850,000	Leamington, Plaza, Orch, Marq, Hawthorne, RVRF, MQ
Drainage Mitigaton	$ 700,000	$ 900,000	$ 400,000				$ 2,000,000	Hilton
Drainage Mitigaton			$ 500,000	$ 500,000			$ 1,000,000	Vineland
New roof over Skyway				$ 450,000			$ 450,000	General
New roof over Skyway			$ 200,000				$ 200,000	Plaza
New roof over Skyway	$ 450,000						$ 450,000	Marquette to Convention Center
Lighting Retrofit to LED			$ 600,000				$ 600,000	Hawthorne and Plaza
Lighting Retrofit to LED				$ 300,000	$ 300,000		$ 600,000	LaSalle and Marquette
Lighting Retrofit to LED					$ 600,000		$ 600,000	Hennepin and Hilton
Lighting Retrofit to LED						$ 600,000	$ 600,000	Fed Courts

Project Cost Breakdown

PK004

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$861,539	$1,723,077	$1,723,077	$1,723,077	$4,307,693	$4,307,693	$4,307,693
Furniture, Fixtures, and Equipment	$50,000	$100,000	$100,000	$100,000	$250,000	$250,000	$250,000
Design and Project Management	$50,000	$100,000	$100,000	$100,000	$250,000	$250,000	$250,000
General Overhead	$38,462	$76,923	$76,923	$76,923	$192,308	$192,308	$192,308
TOTAL	**$1,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**

Submitting Agency Funding Request

PK004

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$1,000,000	$2,000,000	$2,000,000	$2,000,000	$5,000,000	$5,000,000	$5,000,000
TOTAL	**$1,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$5,000,000**	**$5,000,000**	**$5,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities),
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 20-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The ramps are structurally examined, and state certified annually. This report along with the condition of auxiliary equipment which deteriorates based on age and usage forms the basis of the project which is updated regularly. Currently maintainance and repairs are addressed as required which maintains the assets life in the 20-40 year region.

What is the expected useful life of the project/improvement?

The ongoing project maintains the useful life of the ramps, 20-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The project is funded by the revenue generated from the parking system, if the project is not funded the ramps would fall into a state of disrepair. This would risk the public safety of residents and users of the parking system.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Over short and long term the project is self funded by the parking system revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Structural integrity of ramps inspected annually by a qualified engineer for State Certification.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Currently a Level 5, meeting our target.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Yes

Describe the economic development impact of the project:

Maintains our current impact.

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes, provides parking options for new developments

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The ongoing Project will reduce potential reactive maintenance and additional repair costs

What is the estimated annual operating cost increase or (decrease) for this project?

These costs are anticipated as operationally necessary for the continued function and safety of the ramps.

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

N/A

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

This is not new infrastructure. N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A. No prior year bond authorizations are in effect.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is an existing project. Project phases are outlined in budget request spreadsheet.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This budget request represents the minimum cost of necessary capital improvement required to maintain the integrity of the ramps. Project tasks such as LED lighting replacements have flexible delivery dates, however the energy savings to the city are dependent on completion of the part of the project.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

The project maintains the following city goals

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
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.
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.

Additional Information

This Project is a major modernization and capital improvement program aimed at maintaining ramp integrity and keeping the ramps from going into a state of disrepair. The project is modified each year to meet specific needs based on age, usage and other outside factors. The Project is self funded by the revenue generated from the Parking System. The parking system is a self-sustaining enterprise which is central to economic activity in the city. Commuter and event traffic rely heavily on the parking facilities. Sporting events, concerts, restaurants, and community events are served by the public parking facilities in this system. Parking is a central and important part of the City's multi-modal transportation plan.

As a part of the recovery from the pandemic, some companies are operating with hybrid remote work schedules,
but independent organizations are reporting a trend to full-time office work. The capital requests work in response to this trend over the course of the projected years. The parking system's post-pandemic counts continue to increase on a weekly basis.

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City of Minneapolis

SWK01 - Defective Hazardous Sidewalks Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 17 of 58

Submitting Agency: Public Works
Contact Person: Larry Matsumoto
Contact Phone Number: 612-919-1148
Contact Email: Larry.Matsumoto@minneapolismn.gov
Prior year(s) bond authorization amount: $560,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

Project Description

To provide a hazard free pedestrian passage along approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks. The work is done in neighborhood size areas throughout the city. The work is coordinated with other construction projects performed by Public Works, Hennepin County, utility providers, and other entities. The work is competitively bid to private sidewalk contractors to obtain the lowest possible price. The work performed must adhere to City of Minneapolis specifications. To provide access for persons with disabilities by installing ADA compliant pedestrian curb ramps at street corners and other locations as per Federal requirements and the City of Minneapolis ADA Transition Plan.

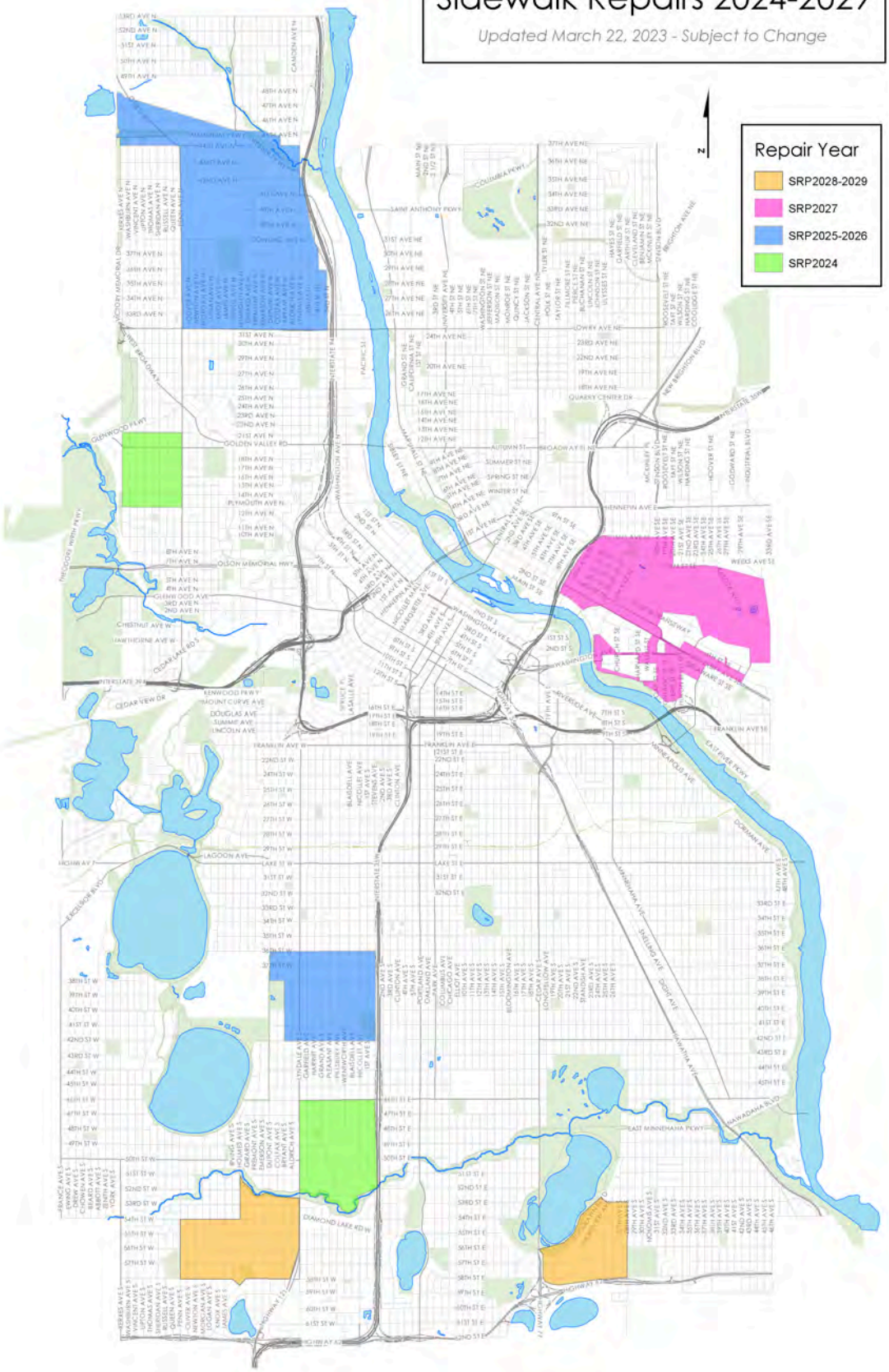
Purpose and Justification

This project assures that the public sidewalks are maintained and are in good repair. Not doing this project would result in the deterioration of the public sidewalks, thus increasing the likelihood of accidents and lawsuits. Also installing ADA compliant pedestrian ramps, providing boulevard tree improvements and bicycle facility access.

Project Visuals and Map

Sidewalk Repairs 2024-2029

Updated March 22, 2023 - Subject to Change



Project Cost Breakdown

SWK01

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,664,000	$1,677,000	$1,677,000	$1,677,000	$1,677,000	$1,677,000	$1,677,000
Design and Project Management	$640,000	$645,000	$645,000	$645,000	$645,000	$645,000	$645,000
General Overhead	$256,000	$258,000	$258,000	$258,000	$258,000	$258,000	$258,000
TOTAL	**$2,560,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**

Submitting Agency Funding Request

SWK01

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Special Assessments	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Bond Activity	$560,000	$580,000	$580,000	$580,000	$580,000	$580,000	$580,000
TOTAL	**$2,560,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**	**$2,580,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, sidewalk
Is this request a new capital project or an existing project? Existing sidewalk and ADA pedestrian corner improvements.
If the project is an existing asset, what is the observed remaining life of the asset?

The initial life of this asset is 50 years, and the ongoing repair program and ADA Pedestrian Ramp Improvements are on a 20-year inspection cycle for select repairs and improvements to maintain this infrastructure indefinitely.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the 2021 Minnesota Department of Transportation Guidelines for ADA Pedestrian Ramp design and construction, and the Federal Highway Administration Maintenance Guide for sidewalks and the City of Minneapolis Attorney's office recommendations.

What is the expected useful life of the project/improvement?

The expected useful life is 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Sidewalk programs are aimed at extending the useful life of the sidewalks. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the sidewalks in good shape, which will be paid through the existing maintenance budget

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement

markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project assures that the public sidewalks are maintained and are in good repair. Not doing this project would result in the deterioration of the public sidewalks, thus increasing the likelihood of accidents and lawsuits. Also installing ADA compliant pedestrian ramps, providing boulevard tree improvements and bicycle facility access. The Defective Hazardous Sidewalk Program seeks to improve transportation assets categorized as level 3 and 4 as it pertains to the condition of the sidewalk.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No Grants or non-City funding has been secured.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include utility companies CPE, Verizon, US Internet, Comcast, Xcel, and CenturyLink, Met Council, Hennepin County, Minnesota Department of Transportation, private developers. Collaboration with partners will focus on improving sidewalk and ADA Pedestrian ramp improvements in the public right of way.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through repair and improvement in the city's sidewalk network for walking, rolling, and bicycling. It also addresses improvements in the ADA Pedestrian Sidewalk Corners for all people to use the cities sidewalk infrastructure.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No, the sidewalks in the public right of way are dedicated and defined for the use of pedestrians.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating costs were determined based on cost tracking and analysis of work performed over the past five years, an applying it to future expenses.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

New infrastructure will be paid for by permit fees collected as a part of the ongoing program.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Sidewalk repairs are completely scalable and frequently are programmed to utilize all the bond funds allocated for that year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?
During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?
In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts

offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within SWK01 are generally:
Inform. To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?
The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households

• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SWK02 - Sidewalk Gaps Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 30 of 58

Submitting Agency: Public Works
Contact Person: Kelsey Fogt
Contact Phone Number: (612) 673-3885
Contact Email: Kelsey.Fogt@minneapolismn.gov
Prior year(s) bond authorization amount: $300,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

Project Description

This program will address sidewalk gaps by installing public sidewalks where sidewalks are missing on one or both sides of the street. In Minneapolis, more than 93% of streets have sidewalks on both sides, but 4% have sidewalks on only one side, and 3% of streets are missing sidewalks on both sides altogether, as identified in the 2022 ADA Transition Plan. In 2019 and 2020, 1.72 miles of sidewalk gaps were closed in Minneapolis through the Sidewalk Gap program. This work directly supports Action 5.4 in the 2020 Transportation Action Plan. The Sidewalk Gap program actively works to confirm the location of and fill gaps in the sidewalk network. Along with other policies and programs (such as the 2020 Transportation Action Plan and the 2022 ADA Transition Plan) the Sidewalk Gap program plays a critical role in removing accessibility barriers in Minneapolis. The sidewalk work will be coordinated with other construction projects performed by Public Works, Hennepin County, Metro Transit, MnDOT, utility providers, and other entities. This program will provide sidewalks where there were no sidewalks previously and would not replace SWK01 (Defective Hazardous Sidewalk Program), which replaces existing public sidewalks in disrepair.

Purpose and Justification

This program works to ensure that transportation corridors include sidewalks on both sides of the street. This program acknowledges the importance of sidewalks as a crucial component of a complete transportation network in accordance with the Complete Streets Policy.

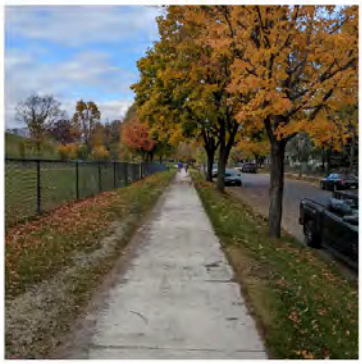
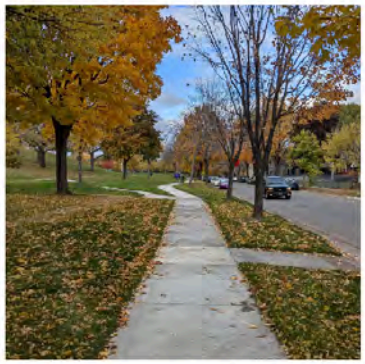
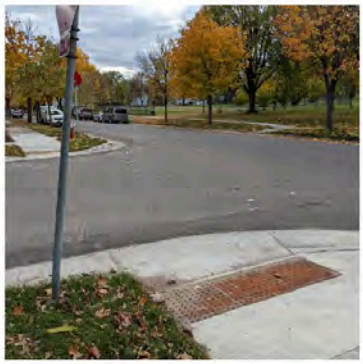
Sidewalk gaps often exist in places with site constraints (e.g., right-of-way, grade/slopes, or utility conflicts) or are adjacent to properties that have not been required to provide sidewalks in the past due to land uses or ownership (e.g., industrial areas or public cemeteries, respectively). Projects will be selected based on community demographic conditions, potential users, areas with reported pedestrian safety concerns, minimal site constraints, and adjacent property attributes.

Project Visuals and Map

Minneapolis
City of Lakes

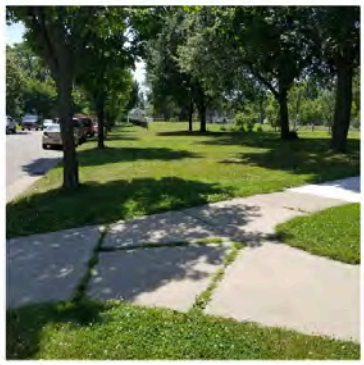
PROJECT TITLE:
SIDEWALK GAP PROGRAM

Farview Park after sidewalk project.

Farview Park before sidewalk project.





Project information is subject to change.

SWK02 Sidewalk Gap Program

Project Cost Breakdown

SWK02

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$195,000	$0	$195,000	$195,000	$195,000	$195,000	$195,000
Design and Project Management	$75,000	$0	$75,000	$75,000	$75,000	$75,000	$75,000
General Overhead	$30,000	$0	$30,000	$30,000	$30,000	$30,000	$30,000
TOTAL	**$300,000**	**$0**	**$300,000**	**$300,000**	**$300,000**	**$300,000**	**$300,000**

Submitting Agency Funding Request

SWK02

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$300,000	$0	$300,000	$300,000	$300,000	$300,000	$300,000
TOTAL	**$300,000**	**$0**	**$300,000**	**$300,000**	**$300,000**	**$300,000**	**$300,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, sidewalk
Is this request a new capital project or an existing project? Existing program of new facilities
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly constructed sidewalk is roughly 50 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The program constructs new sidewalks, in the future those sidewalks would be assessed by Public Works using current practices. Public Works uses the 2021 Minnesota Department of Transportation Guidelines for ADA Pedestrian Ramp design and construction, and the Federal Highway Administration Maintenance Guide for sidewalks and the City of Minneapolis Attorney's office recommendations.

What is the expected useful life of the project/improvement?

The useful lifespan for newly constructed sidewalk infrastructure is expected to be 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This program aims to construct new sidewalks, deferring funding for this program would delay the progress towards closing sidewalk gaps. Sidewalk programs are aimed at extending the useful life of the sidewalks. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the sidewalks in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will address sidewalk gaps by installing public sidewalks where sidewalks are missing on one or both sides of the street. The 2009 Pedestrian Master Plan identifies 108 miles of sidewalk gaps. The sidewalk work will be coordinated with other construction projects performed by Public Works, Hennepin County, Metro Transit, MnDOT, utility providers, and other entities. This program will provide sidewalks where there were no sidewalks previously and would not replace SWK01 (Defective Hazardous Sidewalk Program), which replaces existing public sidewalks in disrepair.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This program works to ensure that transportation corridors include sidewalks on both sides of the street. This program acknowledges the importance of sidewalks as a crucial component of a complete transportation network in accordance with the Complete Streets Policy. Sidewalk gaps often exist in places with site constraints (e.g., right-of-way, grade/slopes, or utility conflicts) or are adjacent to properties that have not been required to provide sidewalks in the past due to land uses or ownership (e.g., industrial areas or public cemeteries, respectively). Projects will be selected based on community demographic conditions, potential users, areas with reported pedestrian safety concerns, minimal site constraints, and adjacent property attributes.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The program's goal is to improve the pedestrian experience by filling gaps in the sidewalk network. Existing and planned transitways, transit routes, and high-volume pedestrian corridors will be considered in the project selection process.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the primary purpose of the program is to construct new sidewalks where they currently do not exist.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

As a citywide program, projects will take place along a variety of street types and widths, including those with constrained right-of-way. There will be opportunities for innovation in design that will be based on the context of each project, including right of way availability, utility conflicts, and varying grades.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The proposal has no effect on annual operating/ maintenance costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

New sidewalks will be inspected for repair or replacement by the Sidewalk Inspection office in accordance with normal City practices. Funds for the operation of the Sidewalk Inspection office are provided by:

1. Sidewalk Construction Permit fees paid by contractors
2. Administrative fees paid by property owners when they are notified by the Sidewalk Inspections office and are required by ordinance to repair public sidewalk defects, or, when they request to use the City hired

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects funded through this program are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the project.

sidewalk contractor to make needed repairs to defective public sidewalk

3. Administrative fees paid by other City of Minneapolis departments when the sidewalk portion of their project work is constructed by the City hired sidewalk contractor.
4. The cost of maintenance of the public sidewalks is required by ordinance (City of Minneapolis Code of Ordinance 427.90) to be paid for by the adjacent property owner.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

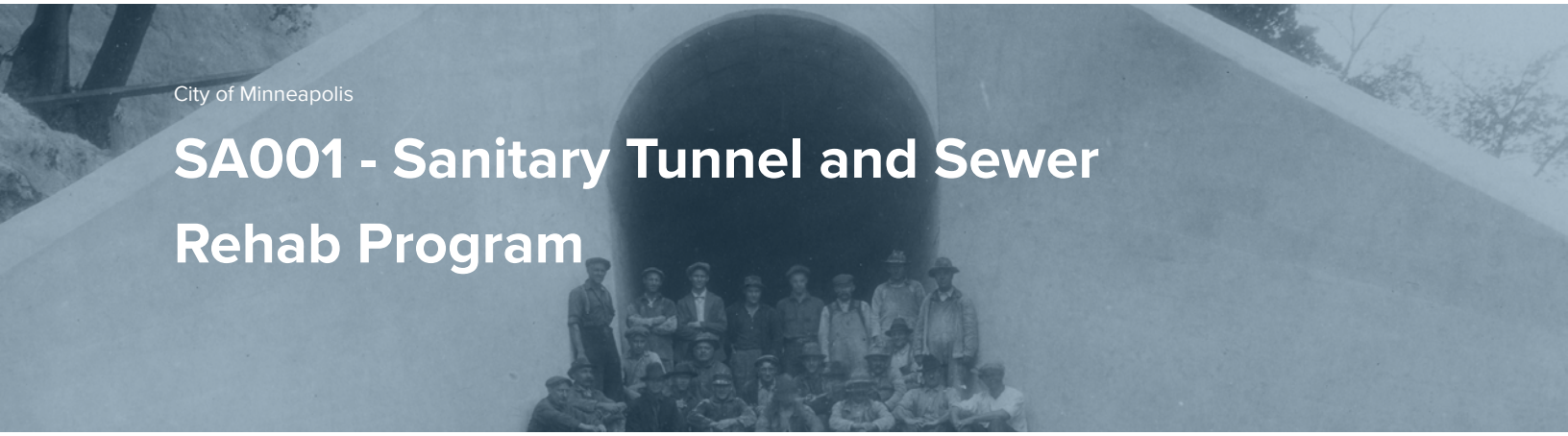
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Capital improvement projects such as this one work toward completing a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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City of Minneapolis

SA001 - Sanitary Tunnel and Sewer Rehab Program

Project Details:

Project Start Date: 01/01/24
Estimated Project Completion Date:
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 1 of 3

Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: (612) 673-5627
Contact Email:
Website:
Prior year(s) bond authorization amount:
$6,000,000

Project Location:

Address: City Wide
City Sector: City Wide
Affected Neighborhoods: City Wide
Affected Wards: All
Description of Location:

Project Description

This program establishes the annual funding needed to perform repair and rehabilitation activities as needed to the sanitary sewer system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division. The primary targeted components of the project are repairs and rehabilitation to the system piping, lift stations, tunnels and access structures.

Purpose and Justification

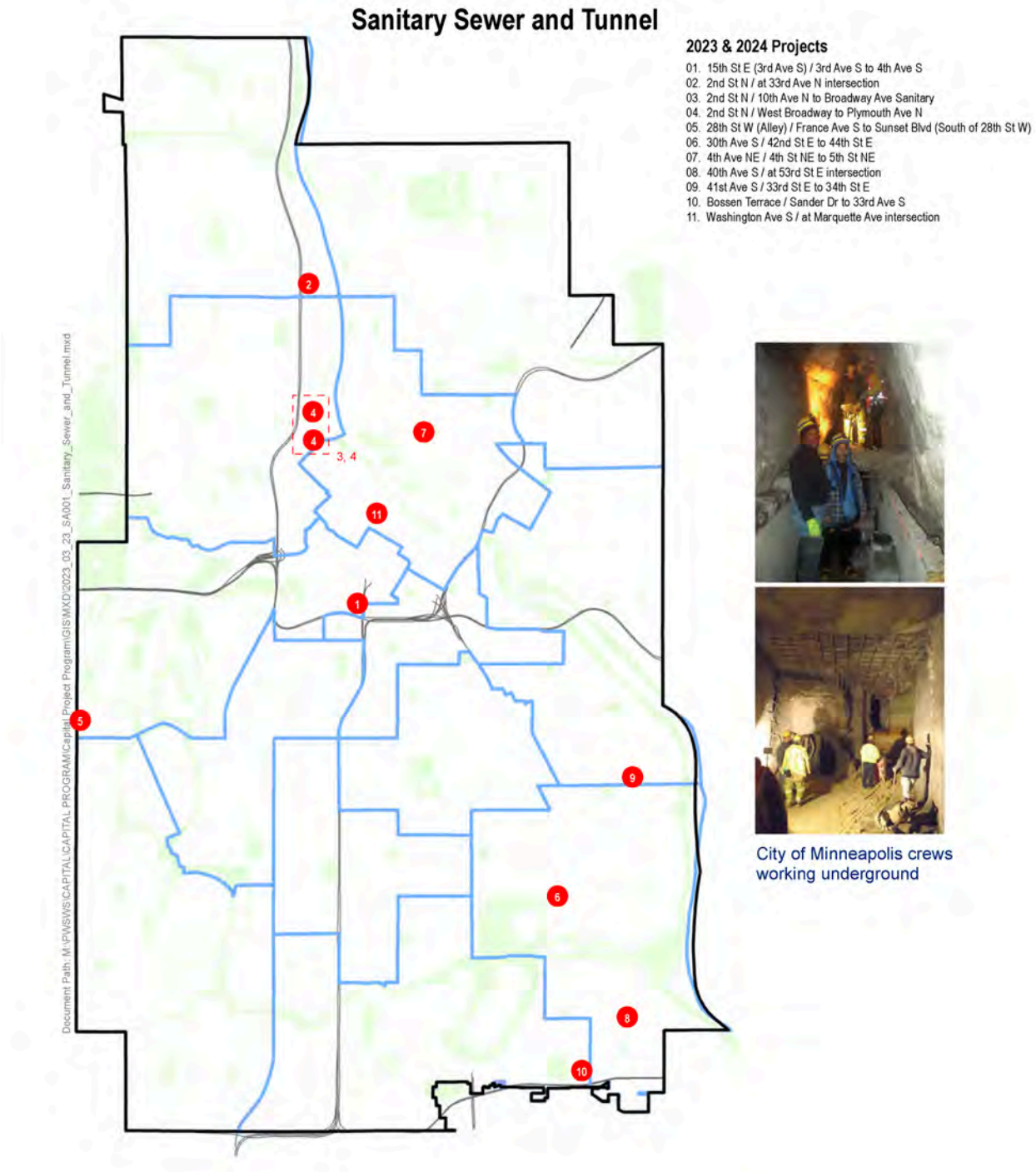
The City owns and operates approximately 832 miles of sanitary sewer piping, 10 sanitary lift stations and 5.5 miles of deep collection tunnels. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

At present, efforts to repair and rehabilitate the sanitary sewer system have concentrated on rehabilitating structural failures in the piping system and providing better access to the deep collection tunnels to allow for proper maintenance and ongoing maintenance to lift stations. Currently condition assessments are being made to the sanitary system with an ongoing effort being made to comprehensively address the aging sanitary piping system in order to improve the reliability of the system.

Ongoing work includes replacing worn out components of lift stations, rehabilitation and or replacing cracked/ failed pipe segments, removing system structural flow restrictions and repairing manholes. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

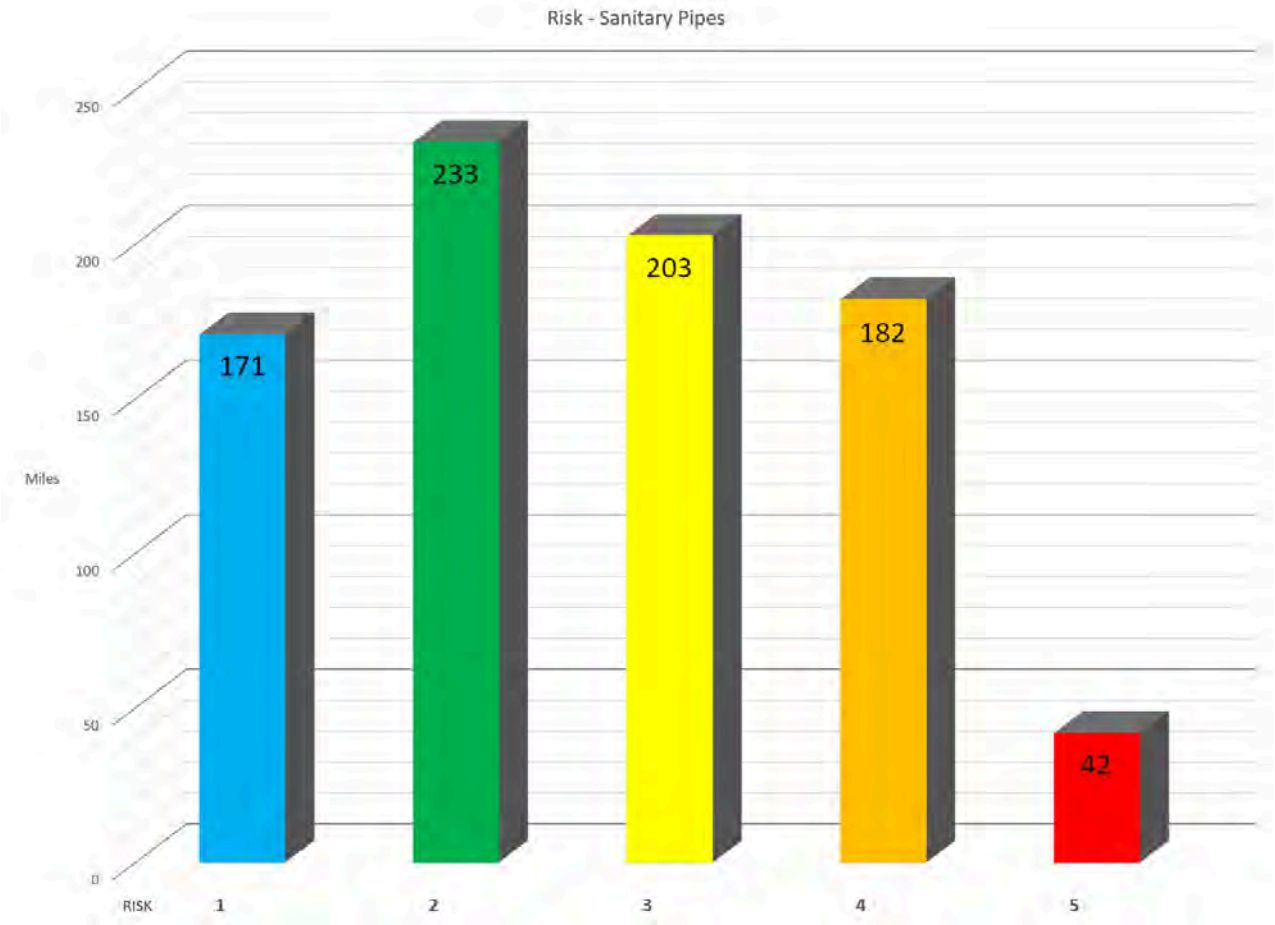
SA001

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$5,447,000	$5,018,000	$4,618,000	$6,700,000	$6,861,000	$6,460,000	$6,460,000
Design and Project Management	$172,000	$1,175,000	$1,100,000	$1,490,000	$1,520,000	$1,445,000	$1,445,000
General Overhead	$381,000	$307,000	$282,000	$410,000	$419,000	$395,000	$395,000
TOTAL	**$6,000,000**	**$6,500,000**	**$6,000,000**	**$8,600,000**	**$8,800,000**	**$8,300,000**	**$8,300,000**

Submitting Agency Funding Request

SA001

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$4,000,000	$4,500,000	$4,000,000	$5,100,000	$7,300,000	$7,000,000	$7,000,000
Use Of Fund Balance	$2,000,000	$2,000,000	$2,000,000	$3,500,000	$1,500,000	$1,300,000	$1,300,000
TOTAL	**$6,000,000**	**$6,500,000**	**$6,000,000**	**$8,600,000**	**$8,800,000**	**$8,300,000**	**$8,300,000**



Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 5-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis will continue to look for grant opportunities with Met Council Environmental Services (MCES) as well as the State Clean Water Revolving Fund.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Include details here.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

Functional sewer infrastructure is critical to future development projects.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintnenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state.

What is the estimated annual operating cost increase or (decrease) for this project?

$0

Year that Operating Incr/(Decr) will take effect?

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the sanitary sewer system. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SA001 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified structural/condition needs and meet Minnesota Pollution Control Agency (MPCA) regulations.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse health or ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

According to 2018 ACS data, the race and ethnic breakdown of residents in the city include: 19.3 percent Black or African American, 1.2 percent American Indian, 4.8 percent Asian, 9.8 percent Hispanic or Latino, and 69.3 percent are white non-Hispanic.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionally affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

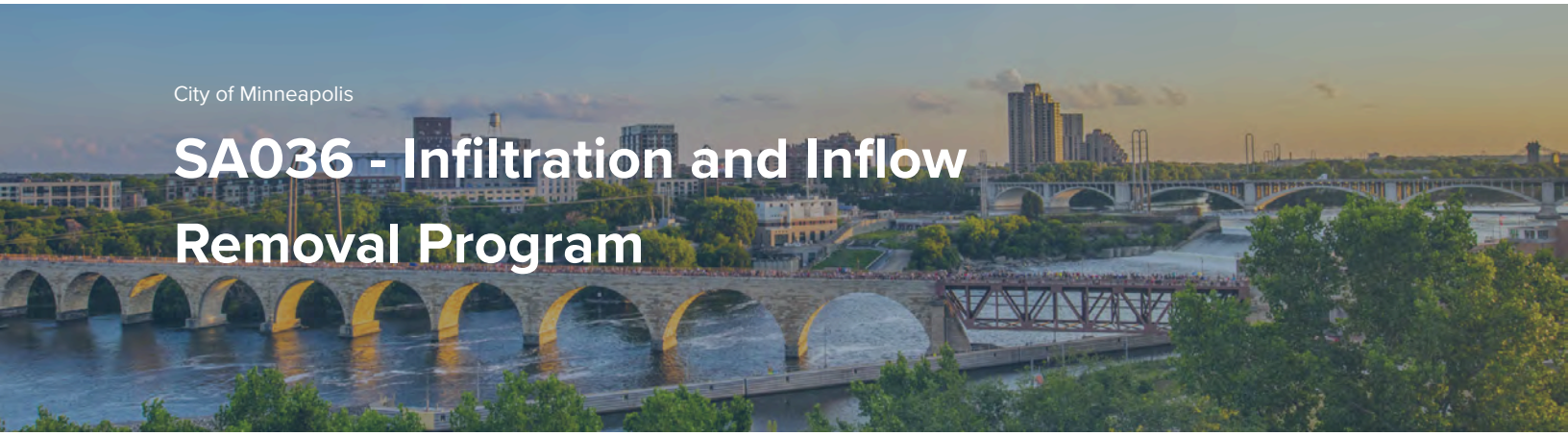
Include details here.

Additional Information

Minneapolis Public Works Tunnel Management Program

Benefits of Preventative Maintenance

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City of Minneapolis

SA036 - Infiltration and Inflow Removal Program

Project Details:

Project Start Date: 1/1/2024
Estimated Project Completion Date: 12/31/2029
Ongoing Program: Y
Current Phase: Planning, Design & Construction
Level of Need: Significant
Department Priority: 2 of 3

Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: Kelly.moriarity@minneapolismn.gov
Prior year(s) bond authorization amount:
$2,500,000

Project Location:

Address: City Wide
City Sector: City Wide
Affected Neighborhoods: All
Affected Wards: All
Description of Location: Various

Project Description

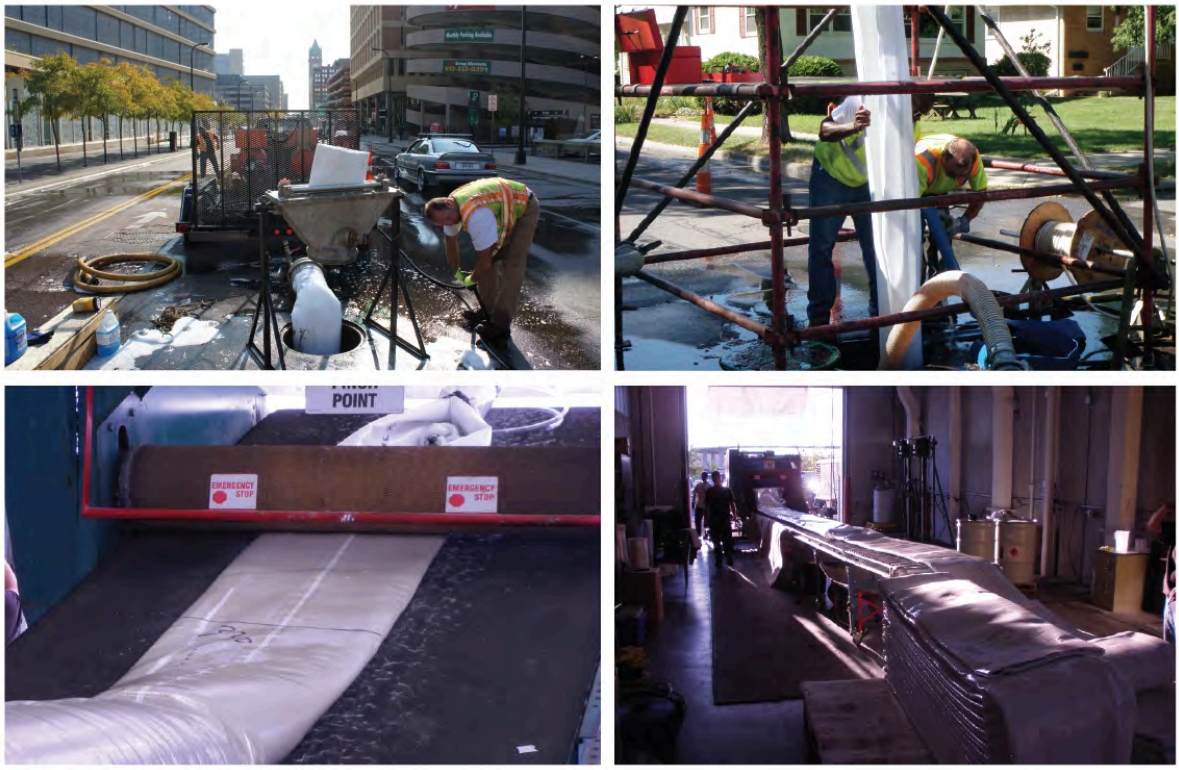
This program focuses on implementing an inflow and infiltration (I&I) reduction program based on Metropolitan Council Environmental Service's (MCES) Ongoing I&I Surcharge Program and the City's Combined Sewer Overflow (CSO) elimination efforts. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps, downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities include but are not limited to rehabilitation projects, lining of sewer pipes, and manhole lining/repairs.

Purpose and Justification

The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risks for overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The reduction of clear water in the sanitary sewer system is also required by MCES, which provides regional wastewater collection and treatment. The MCES Ongoing I&I surcharge program is based on reducing peak flow from the city sanitary system that occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I. Reduction of I&I also reduces the total volume of wastewater sent to the treatment plant and therefore reduces the amount of money the City has to pay MCES to treat wastewater.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



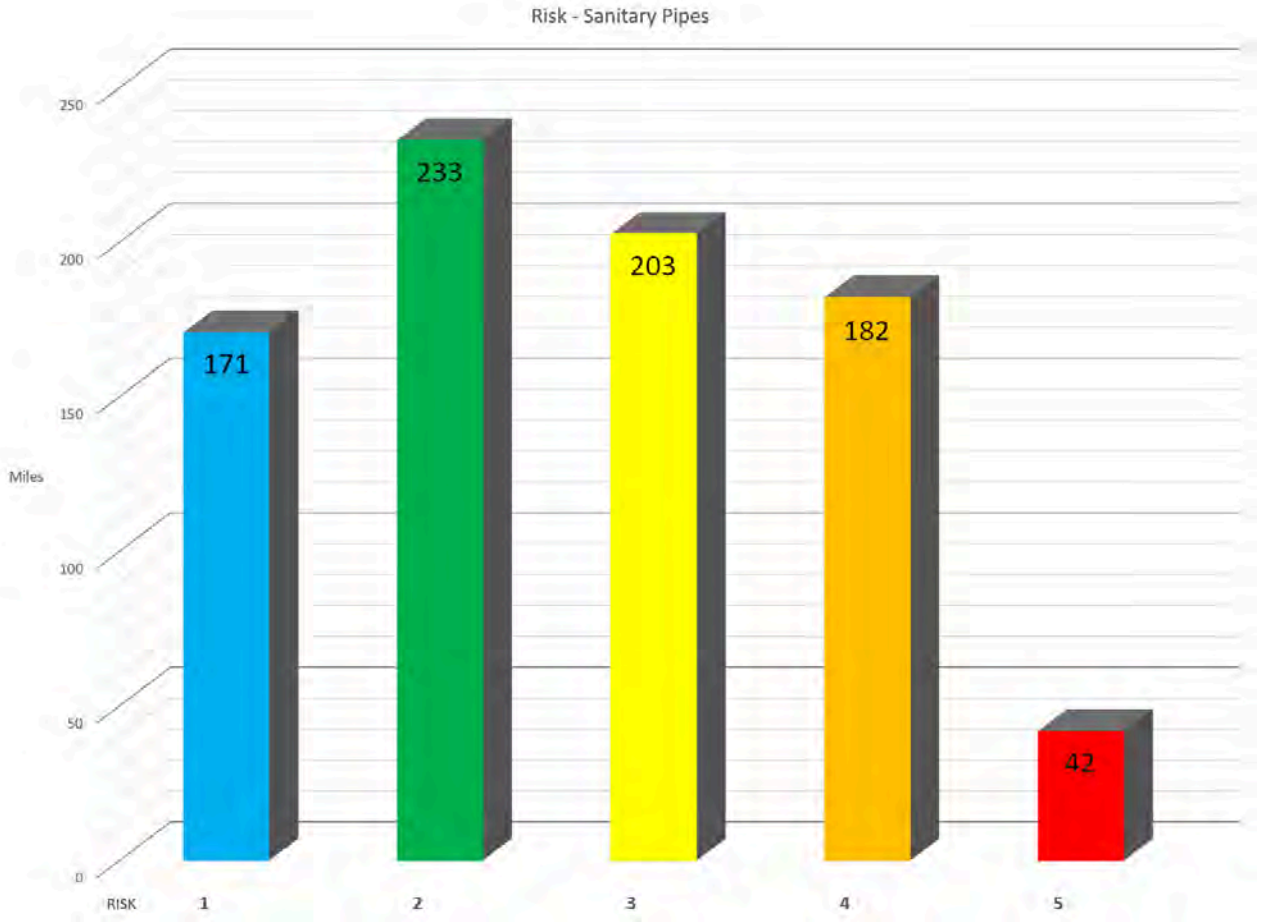
Cured-in-Place Pipe Lining



Manhole Cover Replacement



Infiltration & Inflow Repairs


Risk - Sanitary Pipes
250
200
150
100
50
0
Miles
171
233
203
182
42
RISK
1
2
3
4
5

Project Cost Breakdown

SA036

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$2,044,000	$2,044,000	$2,044,000	$2,044,000	$2,044,000	$2,044,000	$2,044,000
Design and Project Management	$360,000	$360,000	$360,000	$360,000	$360,000	$360,000	$360,000
General Overhead	$96,000	$96,000	$96,000	$96,000	$96,000	$96,000	$96,000
TOTAL	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**

Submitting Agency Funding Request

SA036

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$0	$500,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Bond Activity	$2,500,000	$2,000,000	$500,000	$500,000	$500,000	$500,000	$500,000
TOTAL	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 5-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is deferred or canceled, asset conditions will continue to decline towards failure resulting in the need for more costly full replacement projects. At that point, if the assets are not replaced, it will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Sanitary facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive, we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

The City has applied for grant funding from the 2020 State Bond Funded Municipal Inflow and Infiltration (I/I) Grant Program which is administered by the Metropolitan Council. The preliminary grant estimate for the City is $325,859.

Describe status and timing details of secured or applied for grants or other non-City funding sources:
The current grant estimate is for work completed during 2021 and 2022. Reimbursement will occur in 2023 pending final value of work submitted by all grantees. The City has received $3,485,818 in grant funding from 2011-2019 to supplement the City's I&I program. These grants typically pay for 25% of the cost and require a local share of 75%.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

MCES provided funding thru their grant programs for portions of multiple projects

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

Economic Development

Will the project contribute to growth in the City's tax base?
Indirectly supports

Describe the economic development impact of the project:
Removal of Inflow and Infiltration from Sanitary Sewers can provide additional capacity for future development more cost effectively than expanding system

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

n/a

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

n/a

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
reduce

What is the estimated annual operating cost increase or (decrease) for this project? see below
Year that Operating Incr/(Decr) will take effect?
ongoing

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:
Investing in sanitary sewer rehabilitation will ultimately decrease operating costs as savings are realized in labor, equipment and material expenses associated with the ongoing maintenance and small repairs of the areas in most need. Clear water is also be removed with these projects, reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Primarily consists of rehab/repair of existing, results in longer useful life of existing assets.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
No future capital investment is required to realize the expected useful life of these improvements.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
SW036 is set up as a long-term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed. Some contracts may span more than one budget year. Unspent prior year bond authorizations will be used for projects in the current year.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
n/a

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
This program has some flexibility between years in the five-year plan, but MCES requires steady investment in I&I reduction.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse health or ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.

- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

According to 2018 ACS data, the race and ethnic breakdown of residents in the city include: 19.3 percent Black or African American, 1.2 percent American Indian, 4.8 percent Asian, 9.8 percent Hispanic or Latino, and 69.3 percent are white non-Hispanic.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. Failures in the system resulting in backups if the system is not maintained could disproportionally affect BIPOC and socially vulnerable communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Direct mailers and doorhangers in advance of the work.

Analysis

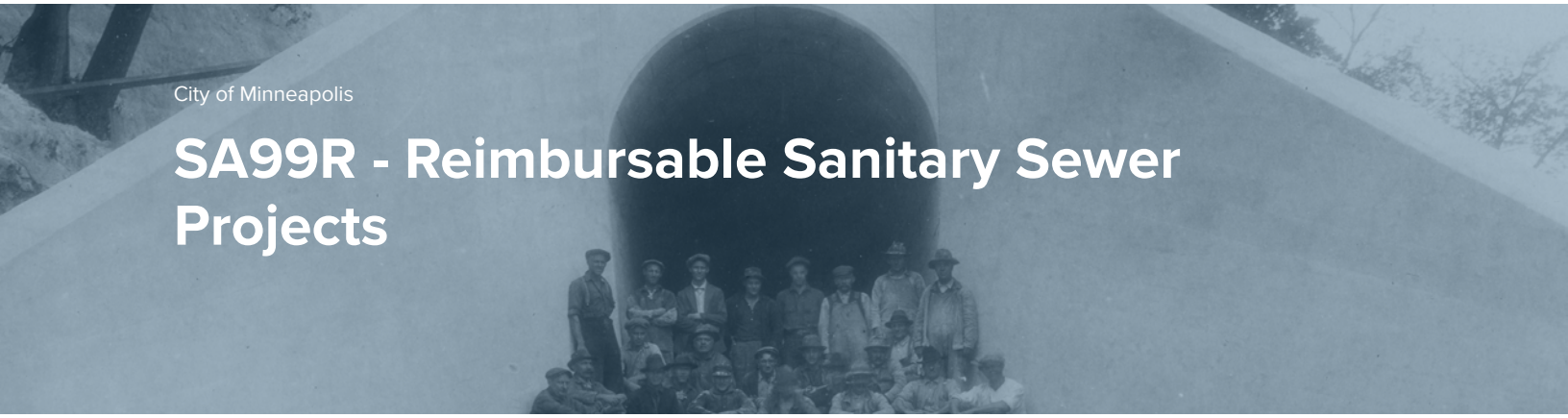
How does the outcome for this project help the city achieve racial equity?

Maintaining sanitary sewer services in the City ensures that all areas of the City are served.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SA99R - Reimbursable Sanitary Sewer Projects

Project Details:

Project Start Date: 01/01/24
Estimated Project Completion Date:
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Desirable
Department Priority:

Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: (612) 673-5627
Contact Email:
Website:
Prior year(s) bond authorization amount: $1,000,000

Project Location:

Address: City Wide
City Sector: City Wide
Affected Neighborhoods: City Wide
Affected Wards: All
Description of Location: Various locations throughout the City

Project Description

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification

This program allows the Division to annually respond to requests to perform work for others and have a financial cost center to accumulate charges until the time of reimbursement without financially impacting other programs or budgets that the Division is performing work for itself under.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

SA99R

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$962,000	$962,000	$962,000	$962,000	$962,000	$962,000	$962,000
General Overhead	$38,000	$38,000	$38,000	$38,000	$38,000	$38,000	$38,000
TOTAL	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Submitting Agency Funding Request

SA99R

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Charges for Services and Sales	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
TOTAL	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, Vertical Infrastructure (Facilities), Fleet, or IT and Equipment
Is this request a new capital project or an existing project? New / Existing
If the project is an existing asset, what is the observed remaining life of the asset?

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not Applicable

What is the expected useful life of the project/improvement?

Not Applicable

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not Applicable

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Not Applicable

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Not Applicable

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Not Applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Varies - generally these do result from a partnership.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Not Applicable

What is the estimated annual operating cost increase or (decrease) for this project?

Year that Operating Incr/(Decr) will take effect?

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Stormwater Maintenance Department would cover any routine costs that would result from the improvements made by this program to City related infrastructure.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems
- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.

Built Environment & Transportation:

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

According to 2018 ACS data, the race and ethnic breakdown of residents in the city include: 19.3 percent Black or African American, 1.2 percent American Indian, 4.8 percent Asian, 9.8 percent Hispanic or Latino, and 69.3 percent are white non-Hispanic.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionally affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Include details here.

Describe the engagement and what have you learned?

Include details here.

Analysis

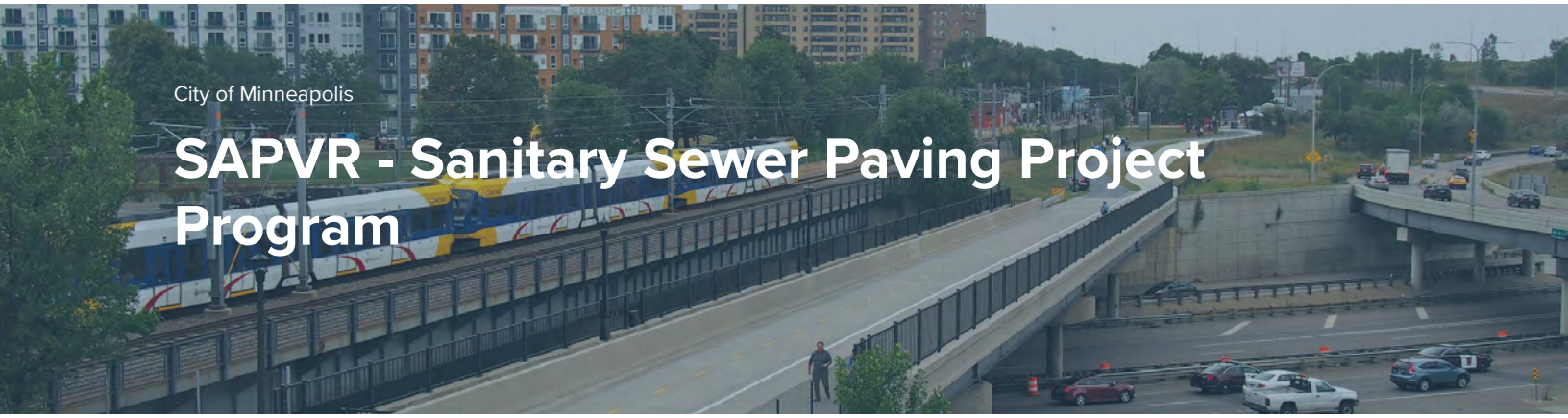
How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SAPVR - Sanitary Sewer Paving Project Program

Project Details:

Project Start Date: 01/01/24
Estimated Project Completion Date:
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Important
Department Priority: 3 of 3

Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: (612) 673-5627
Contact Email:
Website:
Prior year(s) bond authorization amount:
$3,700,000

Project Location:

Address: City Wide
City Sector: City Wide
Affected Neighborhoods: City Wide
Affected Wards: All
Description of Location: Various paving projects throughout the City

Project Description

This program establishes annual funding to perform data driven repair and rehabilitation activities as needed to the sanitary sewer system in coordination with capital paving projects. The program will maximize City-wide investments by aligning sewer rehabilitation projects with street reconstruction or resurfacing.

Purpose and Justification

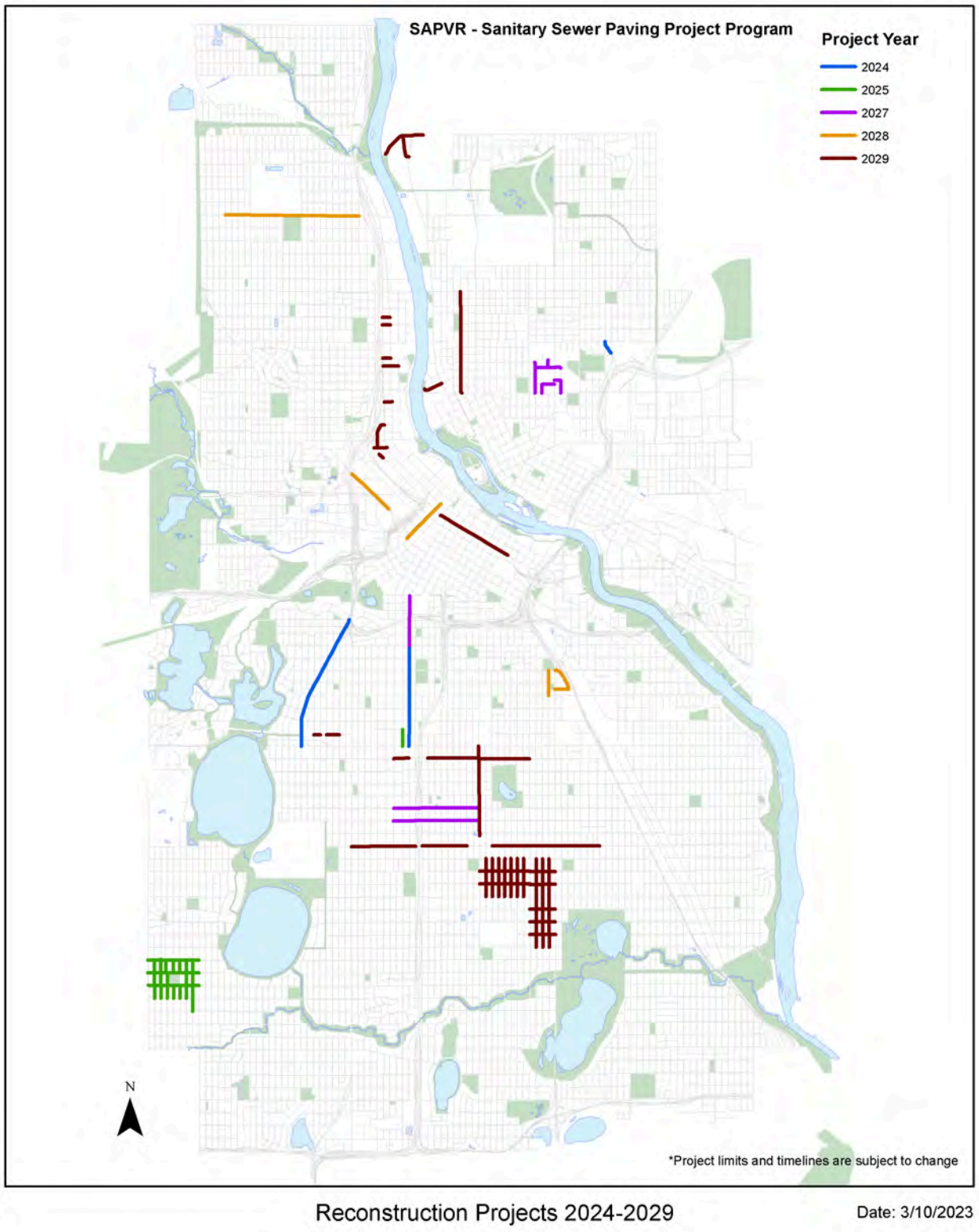
The City owns and operates approximately 832 miles of sanitary sewer piping. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and the treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

To maintain system functionality the City uses condition and risk data to identify and prioritize sewer infrastructure rehabilitation needs.

Coordinating the underground infrastructure repair work with paving projects provides savings due to economies of scale and minimizes impacts to the public by synchronizing schedules for sanitary sewer and paving projects that disrupt the right of way.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

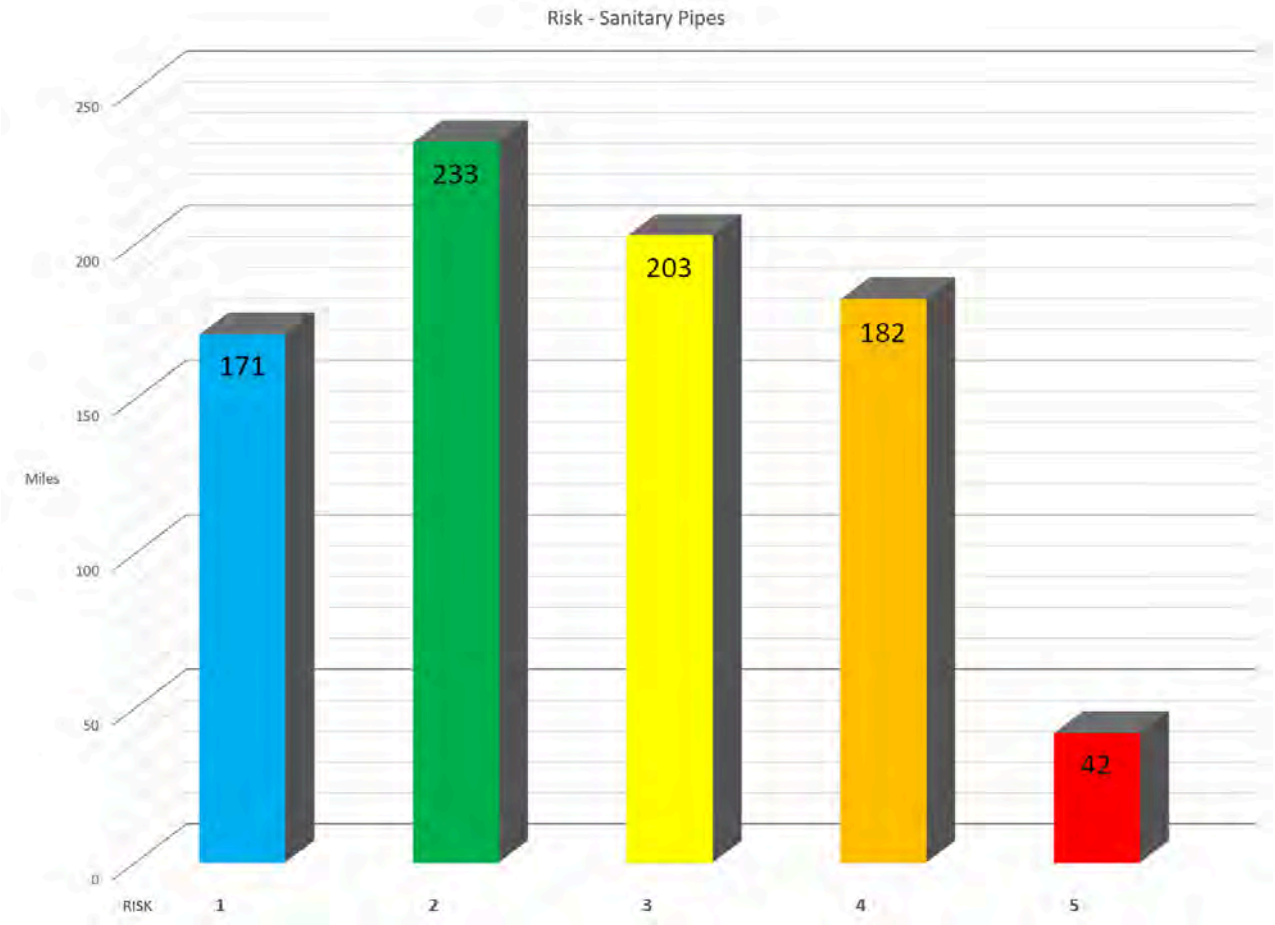
SAPVR

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$2,500,000	$5,566,000	$4,665,000	$2,530,000	$4,400,000	$2,918,000	$2,918,000
Design and Project Management	$682,000	$1,250,000	$1,175,000	$710,000	$1,040,000	$800,000	$800,000
General Overhead	$318,000	$184,000	$160,000	$160,000	$160,000	$282,000	$282,000
TOTAL	**$3,500,000**	**$7,000,000**	**$6,000,000**	**$3,400,000**	**$5,600,000**	**$4,000,000**	**$4,000,000**

Submitting Agency Funding Request

SAPVR

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$2,500,000	$6,000,000	$6,000,000	$2,400,000	$5,600,000	$3,000,000	$3,500,000
Use Of Fund Balance	$1,000,000	$1,000,000	$0	$1,000,000	$0	$1,000,000	$500,000
TOTAL	**$3,500,000**	**$7,000,000**	**$6,000,000**	**$3,400,000**	**$5,600,000**	**$4,000,000**	**$4,000,000**



Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.
The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.
If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental

Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Not Applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis will continue to look for grant opportunities with Met Council Environmental Services (MCES) as well as the State Clean Water Revolving Fund.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Include details here.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintnenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state.

What is the estimated annual operating cost increase or (decrease) for this project?

$0

Year that Operating Incr/(Decr) will take effect?

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the sanitary sewer system. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SAPVR is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified structural/condition needs and meet Minnesota Pollution Control Agency (MPCA) regulations.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which is response to the road reconstruction projects. The metrics for how road reconstruction projects are added to the Capital Improvement Program include pavement condition scoring but it also includes an equity metric that supports investment in underserved parts of the city.

This equity metric will ensure that sanitary rehabilitation will happen in historically disadvantaged parts of the City.

According to 2018 ACS data, the race and ethnic breakdown of residents in the city include: 19.3 percent Black or African American, 1.2 percent American Indian, 4.8 percent Asian, 9.8 percent Hispanic or Latino, and 69.3 percent are white non-Hispanic.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research.

What data is available or missing? How can you obtain additional data?

City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The Inform strategy will be utilized after project development.

Describe the engagement and what have you learned?

Include details here.

Analysis

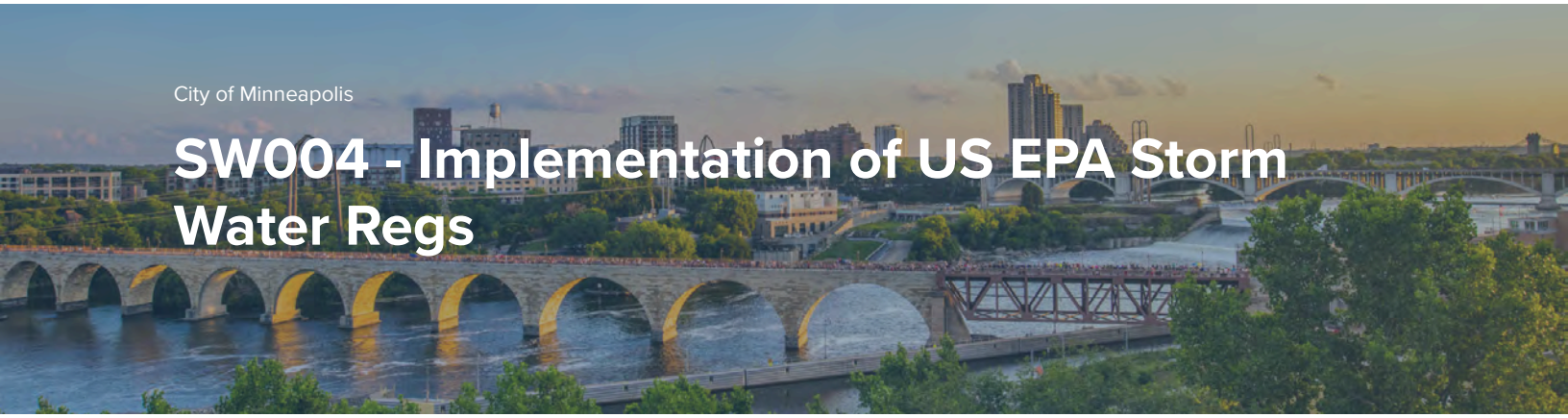
How does the outcome for this project help the city achieve racial equity?

Maintaining sanitary sewer services in the City ensures that all areas of the City are served.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SW004 - Implementation of US EPA Storm Water Regs

Project Details:

Project Start Date: 1/1/23
Estimated Project Completion Date: 12/31/2028
Ongoing Program: Y
Level of Need: Significant
Department Priority: 2 of 6

Submitting Agency: Public Works
Contact Person: Elizabeth Stout
Contact Phone Number: 612-673-5284
Contact Email: elizabeth.stout@minneapolismn.gov
Website: TBD
Prior year(s) bond authorization amount: $0

Project Location:

Address: Citywide
City Sector: Citywide
Affected Neighborhoods: Citywide
Affected Wards: All
Description of Location:

Project Description

This program will allow the implementation of individual projects typically referred to as Best Management Practices (BMPs) designed to mitigate the pollution effects of urbanization on stormwater runoff. Structural BMPs are capital improvement projects such as bio-infiltration basins, tree trenches, raingardens, and other types of green stormwater infrastructure (GSI), whereas non-structural BMPs are practices and programs such as street sweeping and system maintenance activities. Projects under this program would be opportunities to construct BMPs focused on water quality that cannot otherwise be coordinated within other programs like flood mitigation or paving project requirements.

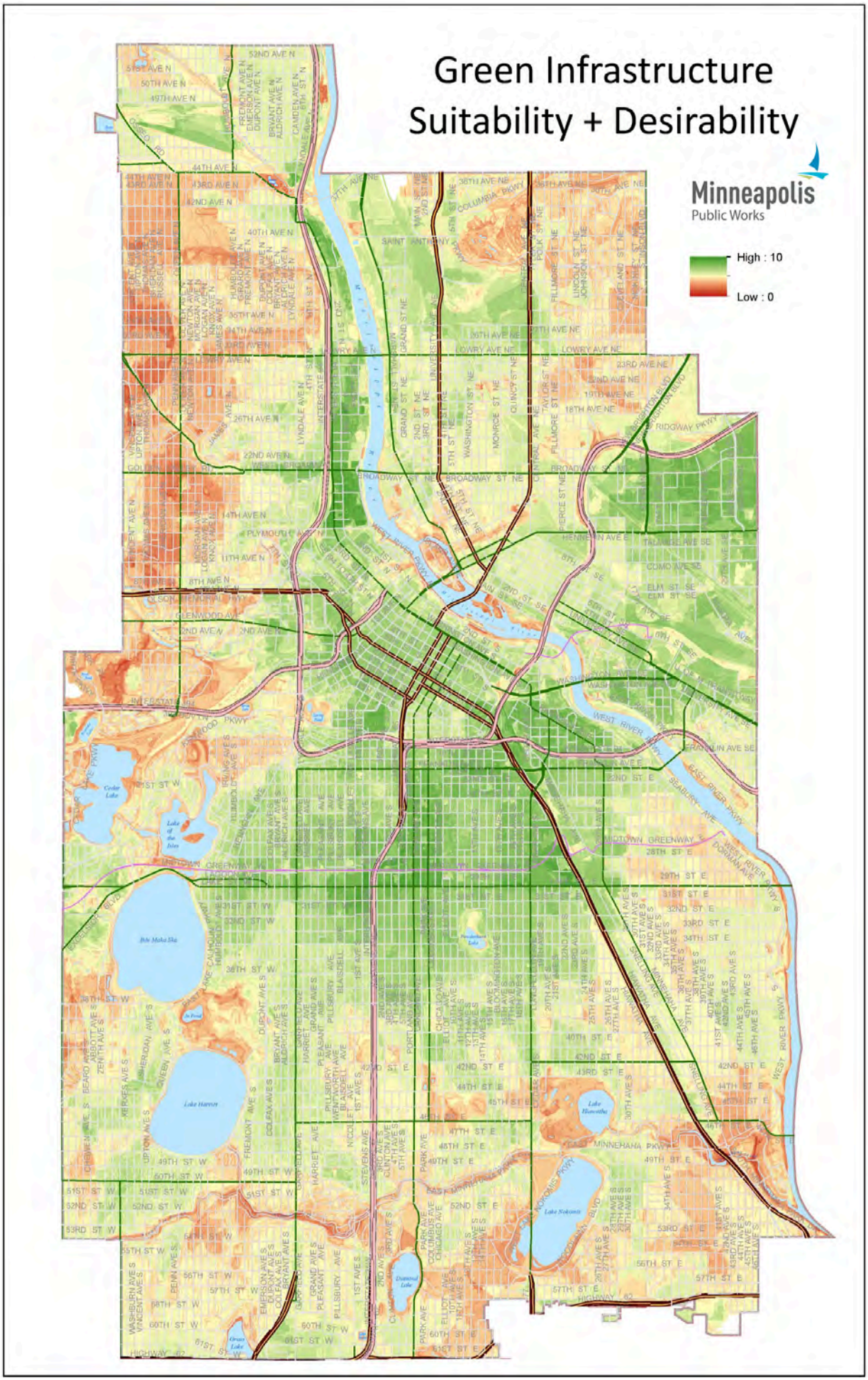
GSI practices help to mitigate the impacts from climate change such as an increase in flooding and urban heat island impacts. Mitigating these impacts also helps the city advance racial equity. The impacts of climate change are dispoportionally born by communities of color and are a factor in environmental injustice. The projects completed under this program improve the runoff being discharged to the lakes, streams, and Mississippi River, help to increase urban greening and reduce urban heat island impacts, and help minimize flood impacts in the City of Minneapolis.

Purpose and Justification

The primary purpose for this project is to assist the City in complying with National Pollutant Discharge Elimination system (NPDES) Stormwater Management requirements. The objective of these requirements is to improve the overall water quality of our receiving surface waters.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.


Green Infrastructure
Suitability + Desirability
Minneapolis
Public Works
High : 10
Low : 0



Talmage Diverter Green Infrastructure Project: just after planting



Talmage Diverter Green Infrastructure Project



8th Street Downtown Green Infrastructure



8th Street Downtown Green Infrastructure

Project Cost Breakdown

SW004

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$215,000	$215,000	$215,000	$215,000	$215,000	$215,000	$215,000
Design and Project Management	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
General Overhead	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000	$10,000
TOTAL	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Submitting Agency Funding Request

SW004

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
TOTAL	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 15 to 25 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
The City of Minneapolis has over 300 publicly owned and managed stormwater best management practices installed across the city to manage and improve water quality in receiving waters such as lakes, creeks, and the river. Structural best management practices are inspected annually and stormwater management ponds are inspected on a 5-year rotating basis. These inspections are used to plan maintenance and replacement programs.

What is the expected useful life of the project/improvement?

25 to 35 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded the City may be in danger of not meeting federal Clean Water Act requirements. This could lead to fines and/or enforcement actions against the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Stormwater Utility.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the Minnesota Pollution Control Agency (MPCA) and the federal Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level for this program is ensuring full compliance with regulatory requirements. The city's NPDES/SDS permit requires full compliance for stormwater management facilities or the equivalent water quality treatment must be made up elsewhere in the system. The program currently ranks a 3 or 4. The city is meeting requirements but there is room for improvement in efficiency and effectiveness.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

In progress

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has previously received grants from watershed organizations, state agencies, and Hennepin County to further projects under this program and will continue to pursue similar opportunities as they are available. This funding source is also used to match grant funding when needed.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The Minneapolis Park & Recreation Board (MPRB) is a co-permittee with the City of Minneapolis on the National Pollutant Discharge Elimination System (NPDES) permit. The watershed organizations have multiple roles with the protection of water resources within the city. These partners are variously involved with the planning, implementation, and additional funding of projects utilizing this fund.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None at this time.

Economic Development

Will the project contribute to growth in the city's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

Protection of water resources and providing fishable and swimmable lakes, creek, and river further the city's livability and viability as a community of choice.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

NA

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
NA

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

NA

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The implementation of new stormwater management facilities for the protection of clean water will require ongoing maintenance.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD

Year that Operating Incr/(Decr) will take effect?

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Construction of new stormwater best management practices (BMPs) may require additional maintenance costs, which would be paid for through the Stormwater Utility enterprise fund. Maintenance costs are highly dependent on the BMP selected.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Any increase would be paid from the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

NA

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects under this program are in progress.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by stormwater management requirements and projects.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research. Nonetheless, individual or community priorities are formed by the immediate and urgent issues that they face, such as a resident facing imminent risk of flooding – who would obviously be more concerned about flooding than other issues.

What data is available or missing? How can you obtain additional data?

Data on what increased water quality will do for our community related to health outcomes, prosperity, and economic standing is difficult to pinpoint. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that water resource protection and stormwater management has in the community.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. Public participation goal: To provide the public with balanced and objective infromation to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

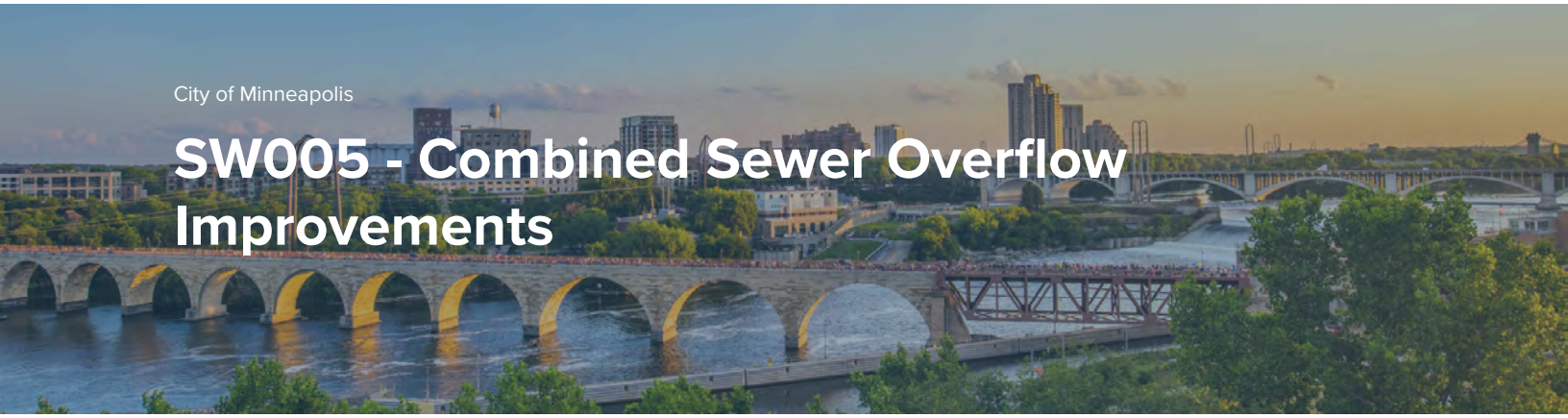
Mitigating the impacts from climate change throughout the city advances racial equity in the city. The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionally born by communities of color. One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts.

The city is looking to green stormwater infrastructure to meet stormwater management requirements. Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SW005 - Combined Sewer Overflow Improvements

Project Details:

Project Start Date: 1/1/2024
Estimated Project Completion Date: 12/31/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 5 of 6

Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: kelly.moriarity@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

Address: city wide
City Sector: city wide
Affected Neighborhoods: All
Affected Wards: All
Description of Location: See map below

Project Description

The purpose of this program is to remove the direct inflow of stormwater to the sanitary sewer system and redirect it to the storm drain system where appropriate. This program was developed to remove inflow from public sources and provide facilities for private disconnections where no storm drain currently exists in the area. This program is also used to complement an inflow and infiltration (I&I) reduction program consistent with the Metropolitan Council Environmental Services (MCES) Ongoing I&I Surcharge Program. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps, downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities typically consist of adding new storm drains.

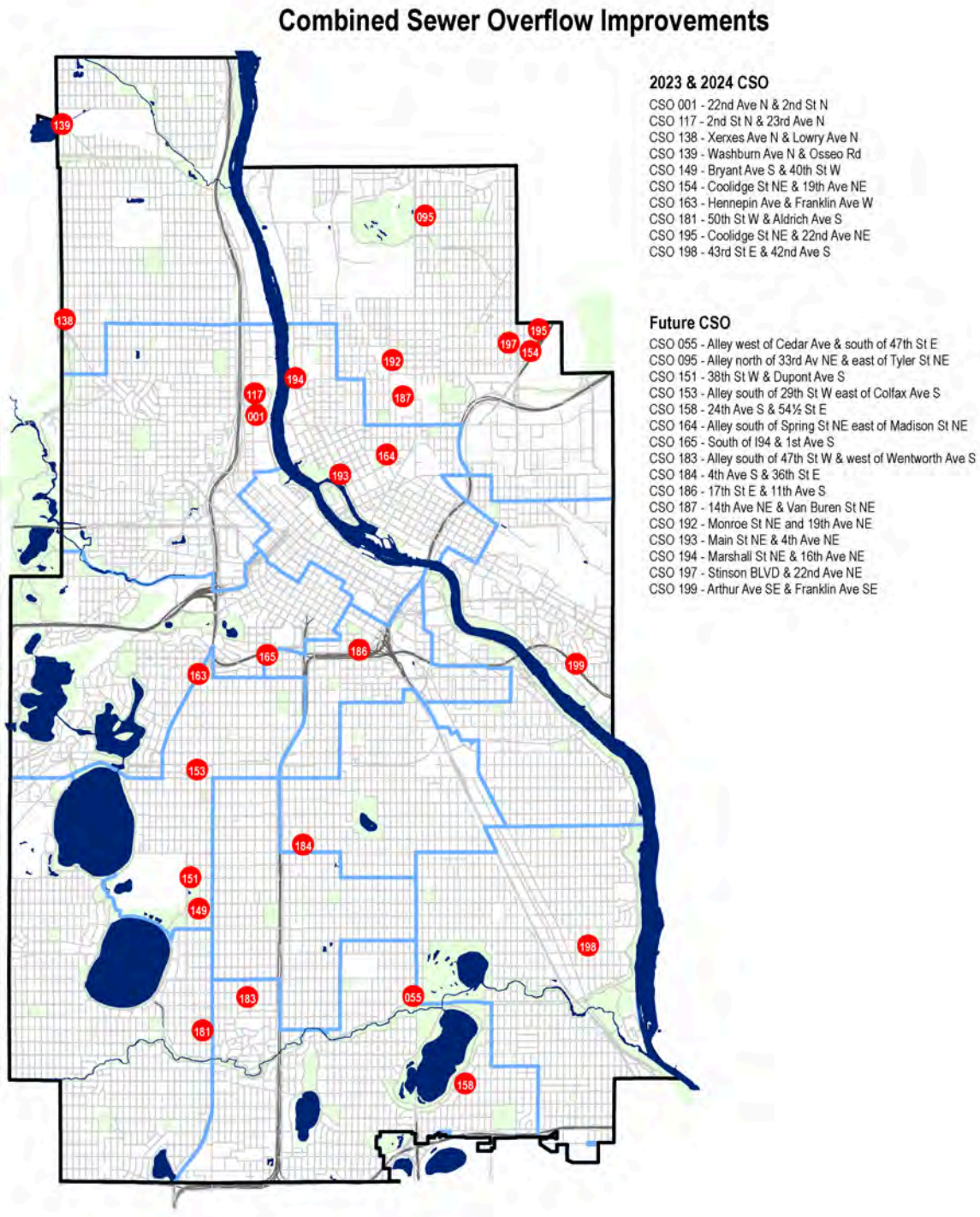
Purpose and Justification

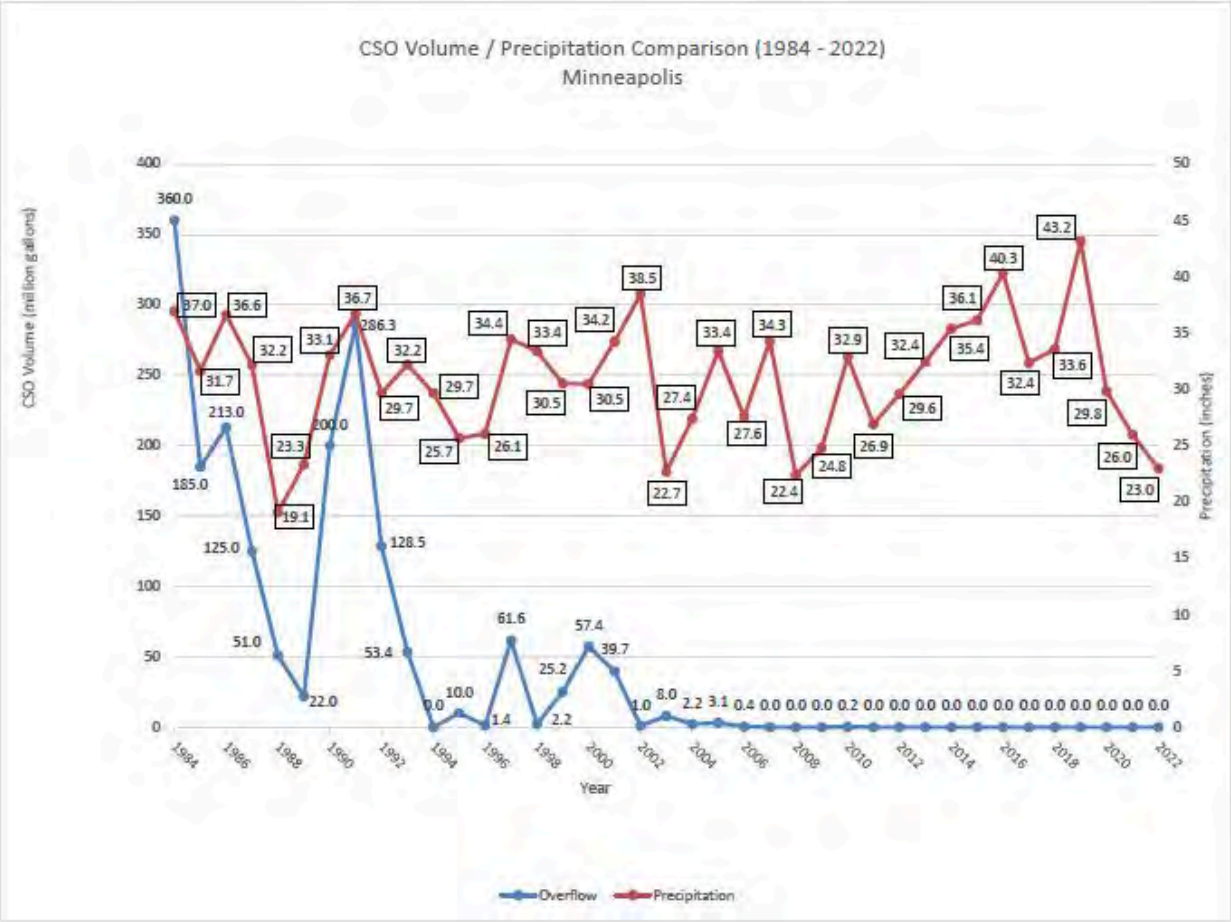
The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risk of overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The program is necessary because the City's storm and sanitary sewer systems were originally built as combined systems.

The City is required under the National Pollutant Discharge Elimination System (NPDES) program to eliminate point source discharges to surface waters. And, the reduction of clear water in the sanitary sewer system is required by MCES, which provides regional wastewater collection and treatment. The MCES ongoing I&I Surcharge Program is based on peak flows from the city sanitary system which occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.




CSO Volume / Precipitation Comparison (1984 - 2022)
Minneapolis
CSO Volume (million gallons)
Precipitation (inches)
Year
Overflow
Precipitation

Project Cost Breakdown

SW005

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$576,000	$576,000	$576,000	$576,000	$576,000	$576,000	$576,000
Design and Project Management	$145,000	$145,000	$145,000	$145,000	$145,000	$145,000	$145,000
General Overhead	$29,000	$29,000	$29,000	$29,000	$29,000	$29,000	$29,000
TOTAL	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**

Submitting Agency Funding Request

SW005

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000
TOTAL	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? n/a

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

n/a

What is the expected useful life of the project/improvement?

100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Clear water is removed from the sanitary sewer system as a result of these projects reducing the City's sewage treatment costs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The improvements would be maintained by the Stormwater Utility Fund. No non-City funding sources are currently identified.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include elimination of combined sewer overflows to protect the city's lakes, creeks, and the river.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4 - We have met the goal of no CSO releases to the river for 15 of the past 16 years. The risk has not been eliminated, but we have achieved a high level of service.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None at this time

Describe status and timing details of secured or applied for grants or other non-City funding sources:

n/a

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Several projects require collaboration with various watershed districts or organizations. We also look to coordinate these projects with other planned work including street reconstruction both by City and external agencies.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

Economic Development

Will the project contribute to growth in the City's tax base? no

Describe the economic development impact of the project:

Recovering capacity in the sanitary sewer system thru separation of stormwater can allow for new/increased sanitary flow from development.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

n/a

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

n/a

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There is a very small increase in the overall 566 mile storm drain system as a result of this program for the remaining CSO locations. Clear water is also removed from the sanitary sewer system as a result thus reducing the City's sewage treatment costs.

What is the estimated annual operating cost increase or (decrease) for this project?

Year that Operating Incr/(Decr) will take effect?
ongoing

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Include details here.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Any increase would be paid from the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

n/a

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
n/a

If this is a new project, describe the major project phases and timing anticipated for completing the project:

n/a

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program funding has decreased from past levels to reflect the overall status of the CSO program and the transition from a CSO permit environment to an Integrated MS4 permit. There is also some flexibility among years, although it is most effective to have the consistent program amount available each year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Stormwater system analysis, design and operation activities are driven by data and computer models. Using data to define these activities reduces the potential for bias and results in a more equitable service level across the city. Providing storm sewer capacity where needed to keep rain water out of the sanitary sewer system minimizes the risk of sanitary backups and combined sewer overflows to the Mississippi River. New facilities are planned to address expected outcomes from climate change. Below is a description of how this project meets City Goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.
-

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.
- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.
The entire city is impacted by stormwater management requirements and projects.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. Nonetheless,
individual or community priorities are formed by the immediate and urgent issues that they face, such as a resident facing imminent risk of flooding

What data is available or missing? How can you obtain additional data?

Data on what increased water quality will do for our community related to health outcomes, prosperity, and economic standing is difficult to pinpoint. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that water resource protection and stormwater management has in the community.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. Public participation goal: To provide the public with balanced and objective infromation to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Mitigating the impacts from climate change throughout the city advances racial equity in the city. The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionally born by communities of color. One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts.

The city is looking to green stormwater infrastructure to meet stormwater management requirements. Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SW011 - Storm Drains and Tunnels Rehab Program

Project Details:

Project Start Date: 01/01/24
Estimated Project Completion Date:
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 1 of 6

Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: (612) 673-5627
Contact Email:
Website:
Prior year(s) bond authorization amount:
$3,500,000

Project Location:

Address: City Wide
City Sector: City Wide
Affected Neighborhoods: City Wide
Affected Wards: All
Description of Location:

Project Description

This project establishes the annual funding to allow repair and rehabilitation activities to be completed as needed to the storm drain system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division.

Purpose and Justification

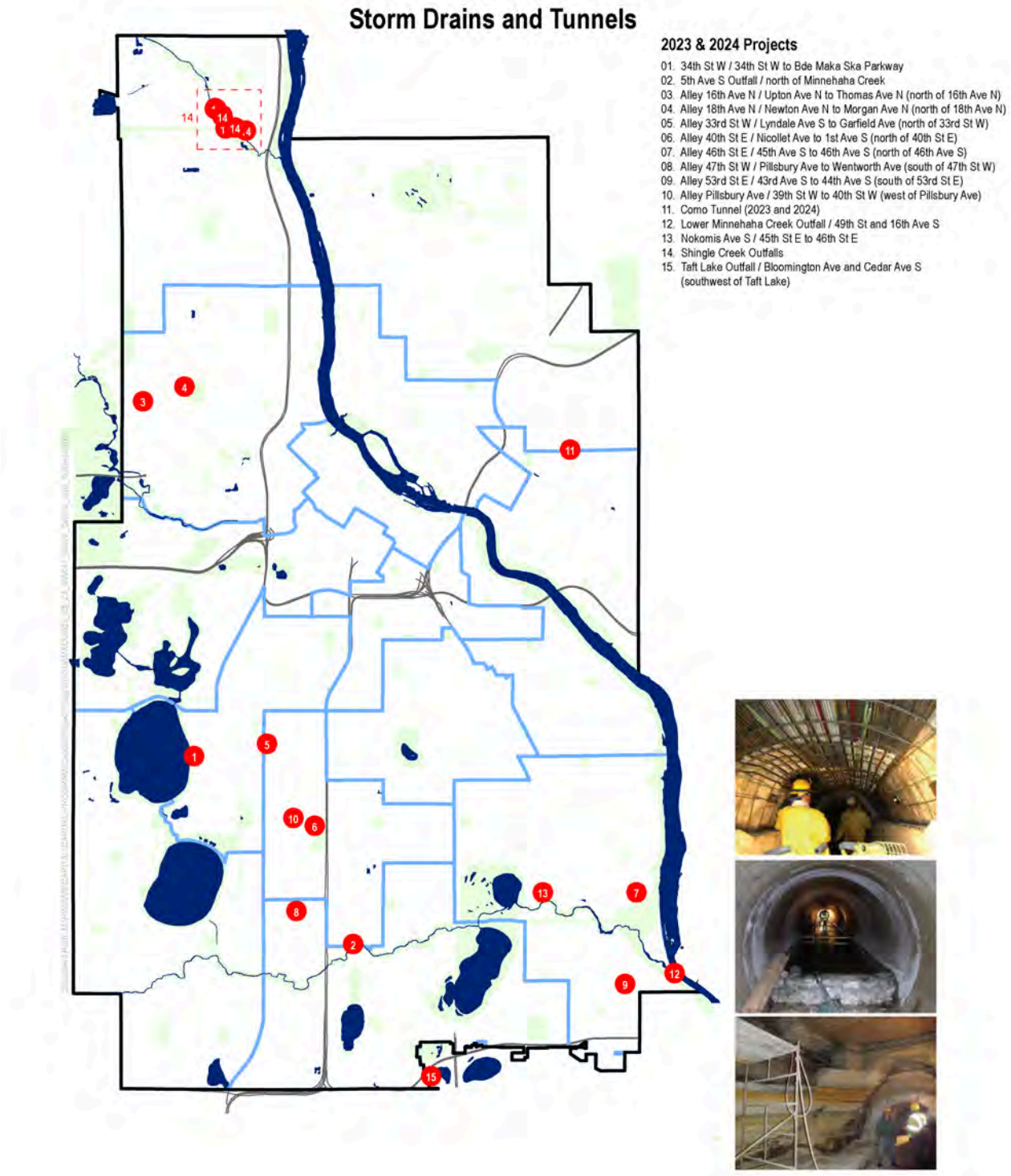
The City owns, operates, and maintains approximately 566 miles of storm drain piping, 400+ storm outfalls, 26 storm drain pump stations, 12 holding ponds, and 16 miles of deep drainage tunnels. The storm drain system conveys storm water runoff to area water bodies such as lakes, streams and the Mississippi River.

At present, efforts are concentrated on the rehabilitation of the deep drainage tunnels, repair improvements to the piping system, repair improvements to the storm drain pump stations and repair improvements to storm drain outfalls. A comprehensive condition assessment was made to the storm drain system with an ongoing effort being made to comprehensively address the aging storm piping system in order to improve the reliability of the system.

The Public Works Department has also been conducting ongoing emergency spot repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair damaged tunnels varies greatly and work is often limited to the winter months when storm water runoff is limited. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

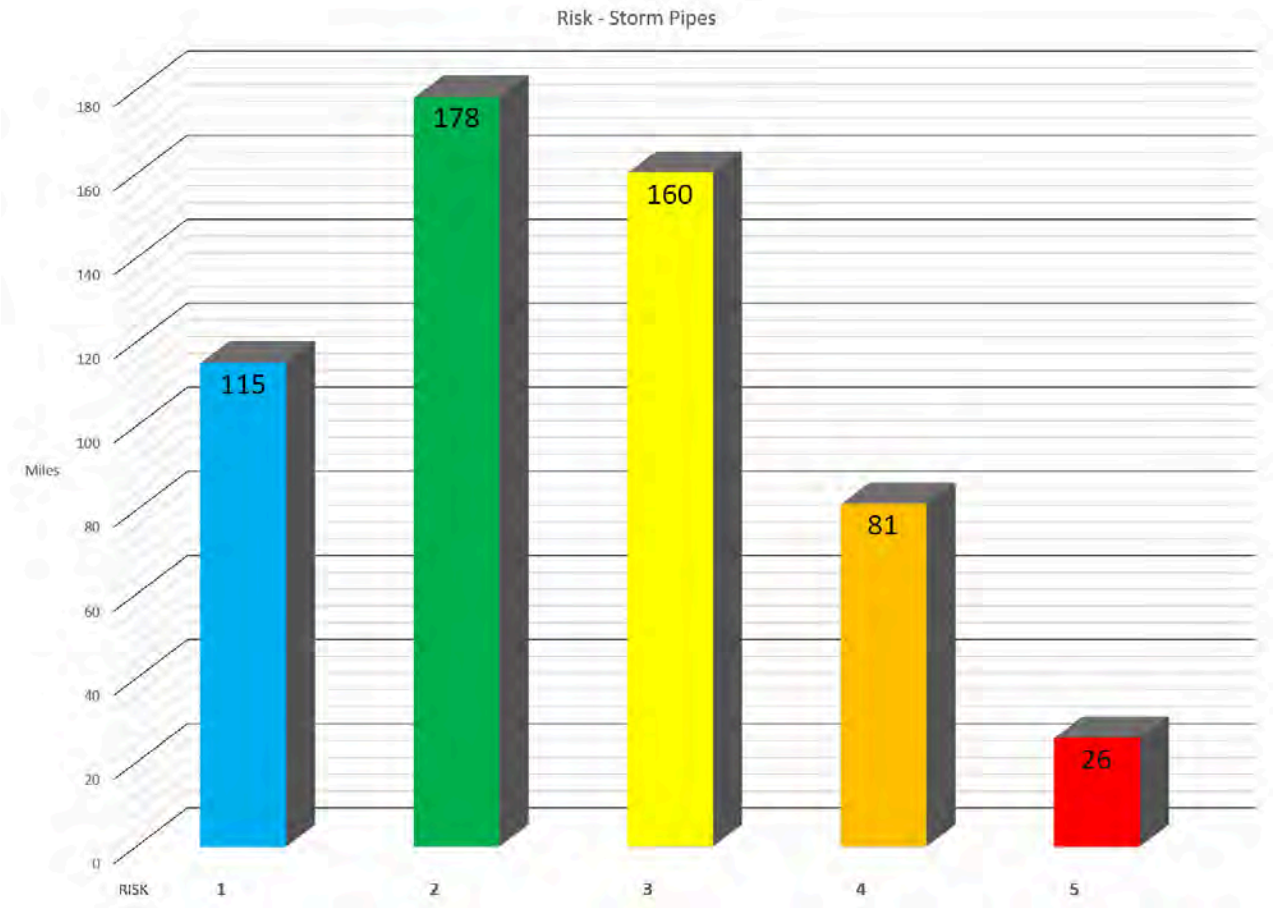
SW011

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$2,600,000	$3,016,000	$2,615,000	$2,615,000	$2,615,000	$4,217,000	$5,018,000
Design and Project Management	$733,000	$800,000	$725,000	$725,000	$725,000	$1,025,000	$1,175,000
General Overhead	$167,000	$184,000	$160,000	$160,000	$160,000	$258,000	$307,000
TOTAL	**$3,500,000**	**$4,000,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$5,500,000**	**$6,500,000**

Submitting Agency Funding Request

SW011

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$2,000,000	$3,300,000	$2,800,000	$2,800,000	$2,800,000	$3,500,000	$4,500,000
Use Of Fund Balance	$1,500,000	$700,000	$700,000	$700,000	$700,000	$2,000,000	$2,000,000
TOTAL	**$3,500,000**	**$4,000,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$5,500,000**	**$6,500,000**



Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 566 miles of storm sewer pipes and performs periodic inspections of the system. To date 67% (388 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the storm sewer system. The graph shown above summarizes the findings.

The storm sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Storm Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full serivce level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Include details here.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis is working with the Minnesota Department of Transportation and the Mississippi Watershed Management Organization to identify any other potential funding sources, including State Bonding options.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

The City of Minneapolis has joint agreements with the Minnesota Department of Transportation (MnDOT) regarding the tunnels within the freeway right of way system. Those agreements commit the City to maintenance of those tunnel systems. Public Works meets collaboratively with MnDOT to determine priorities and responsibilities.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? Y

Describe the economic development impact of the project:

Functional sewer infrastructure is critical to future development projects.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintnenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state.

What is the estimated annual operating cost increase or (decrease) for this project?

$0

Year that Operating Incr/(Decr) will take effect?

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SW011 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project maintains and can improve the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems
- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.

Built Environment and Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.
- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

According to 2018 ACS data, the race and ethnic breakdown of residents in the city include: 19.3 percent Black or African American, 1.2 percent American Indian, 4.8 percent Asian, 9.8 percent Hispanic or Latino, and 69.3 percent are white non-Hispanic.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionally affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

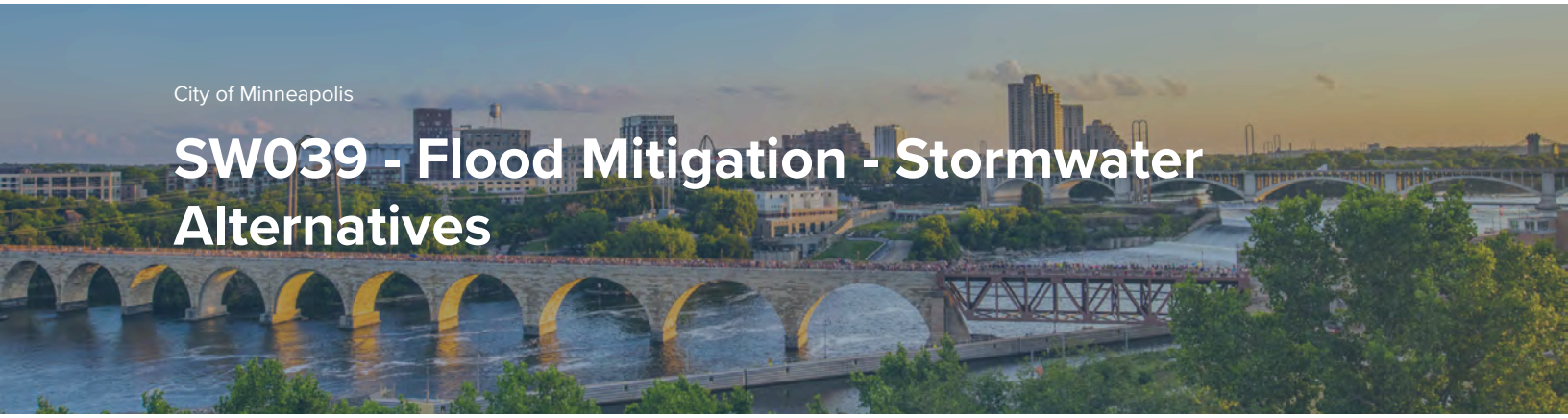
Include details here.

Additional Information

Minneapolis Public Works Tunnel Management Program

Benefits of Preventative Maintenance

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City of Minneapolis

SW039 - Flood Mitigation - Stormwater Alternatives

Project Details:

Project Start Date: 1/1/2024
Estimated Project Completion Date: 12/31/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 4 of 6

Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: kelly.moriarity@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $4,700,000

Project Location:

Address: city wide
City Sector:city wide
Affected Neighborhoods: all
Affected Wards: all
Description of Location:see map below

Project Description

The purpose of this program is to address localized flooding and drainage problems throughout the City. Where practicable, green stormwater practices such as rain gardens, bioswales, constructed wetlands, pervious pavements, and hard surface reduction will be utilized. Solutions for larger-scale drainage problems will look to incorporate underground storage, pipes and ponds with the above practices.

The planning for this program is informed by hydraulic modeling of the storm drain system which was completed in 2018. This has been a basis for identifying and prioritizing problem areas thru mapping and also for evaluating options for mitigating on-going flooding problems that occur throughout the City during heavy rains. Equity is layered into prioritizing pipesheds for CIP planning (and then improvements) to ensure consideration of both community needs, as well as infrastructure challenges when programming these funds. Concurrently, there are specific flood mitigation projects undergoing alternative analysis in the highest priority pipesheds.

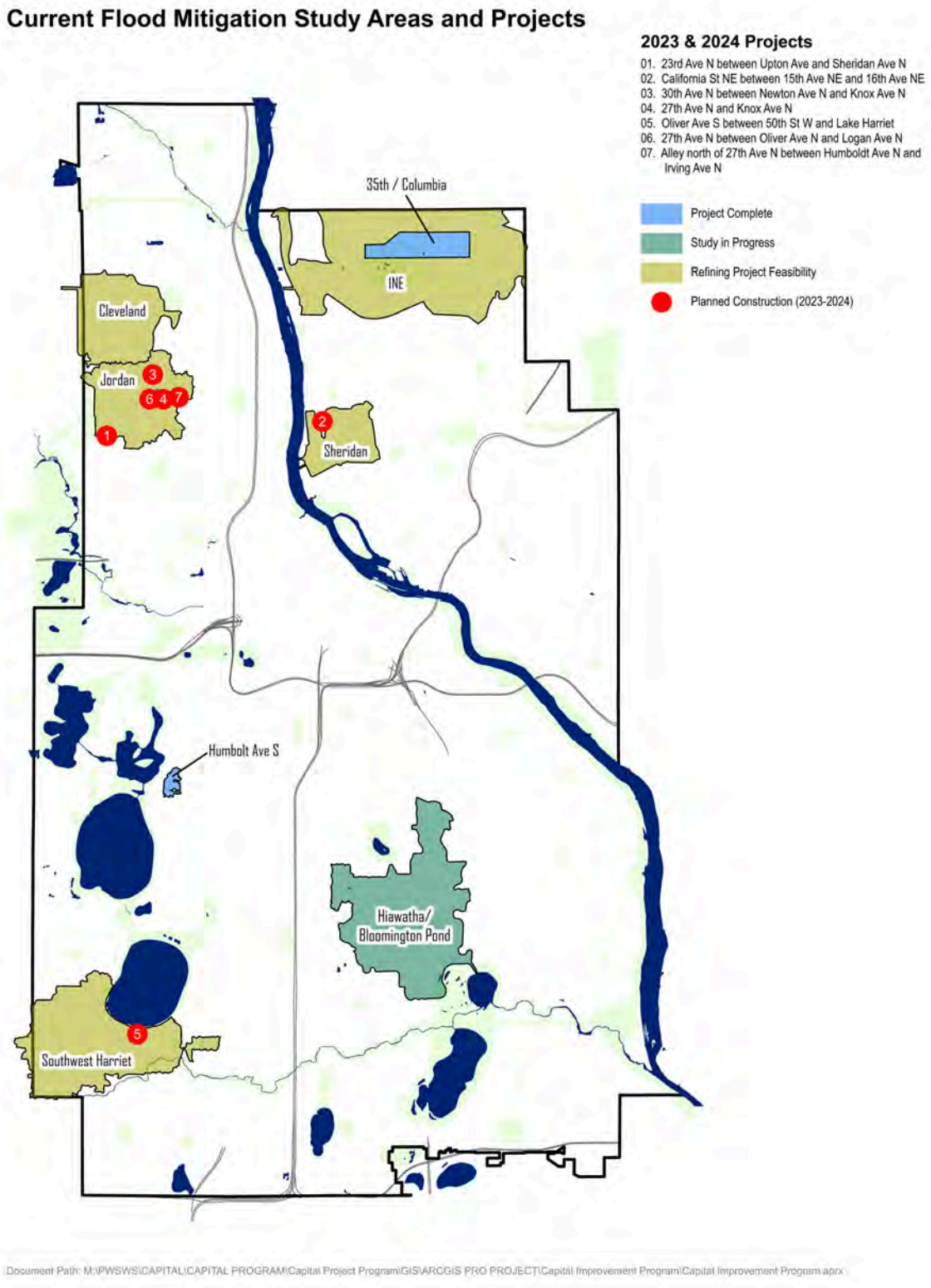
Opportunities to make improvements concurrent with planned paving project areas or other partner agency projects are also planned for with this work. Construction of improvements located in Waite Park and Columbia Golf Course began last year were substantially complete in 2021. Humboldt Ave Improvements were completed in 2022 in conjunction with planned Met Council sewer improvements. Jordan Neighborhood projects are moving into design in 2022 and construction will start in 2023.

Purpose and Justification

This program supports and promotes environmentally friendly stormwater practices in a manner that is consistent with the Mayor's and City Council's sustainability goals, while at the same time developing a plan to address expected outcomes from climate change. Many areas throughout the City already experience flooding problems during heavy rains. A number of these problem areas experienced significant flooding with documented property damage during multiple significant rain events over the last 30 years or more. Incorporating green infrastructure solutions to these stormwater projects where practicable will enhance neighborhood livability and improve water quality in Minneapolis lakes, streams, and the Mississippi River.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Flood Mitigation Process

Complete H & H Modeling	City-Wide Flood Mapping	Prioritization	Alternatives & Analysis	Community Engagement
Estimated 12/31/2018	Extent of Problem	Risk Leverage Street Projects	Viability Cost-Benefit	

SCENARIO 3:



This diagram shows a method of converting a street to a rain garden.





Rain gardens along the completed 37th Ave Greenway provide water quality benefits. Flood storage is located under the mixed-use trail.

This is one of many intersections known to flood during heavy rains, which could benefit from flood mitigation improvements.





Columbia Golf Course project under construction.
This project provides a combination of stormwater pipe improvements and stormwater treatment facilities which will provide increased capacity and flood mitigation for the Golf Course as well as the neighborhoods north and east of this location. The stormwater treatment facilities will also provide water quality improvement by capturing an estimated 37 tons of sediment and 170 pounds of phosphorus each year, keeping these pollutants out of the river.



NW basin post-construction



Northeast wet pond

Project Cost Breakdown

SW039

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$4,616,000	$6,000,000	$7,500,000	$6,000,000	$6,000,000	$6,000,000	$6,000,000
Design and Project Management	$1,154,000	$1,680,000	$2,100,000	$1,680,000	$1,680,000	$1,680,000	$1,680,000
General Overhead	$230,000	$320,000	$400,000	$320,000	$320,000	$320,000	$320,000
TOTAL	**$6,000,000**	**$8,000,000**	**$10,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**

Submitting Agency Funding Request

SW039

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$4,700,000	$7,000,000	$9,000,000	$7,000,000	$7,000,000	$7,000,000	$7,000,000
Use Of Fund Balance	$1,300,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
TOTAL	**$6,000,000**	**$8,000,000**	**$10,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**	**$8,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? n/a

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The Flood Mitigation program is not directly related to asset condition, projects driven directly by that metric come from some of the other storm programs. The flood mitigation program looks to add additional or larger storm sewers and green infrastructure based on deficiencies in the capacity of the existing system identified by computer modeling of performance during heavy rains.

What is the expected useful life of the project/improvement?

100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Increased costs for damages and cleanup of flooding, sediment buildup and deterioration of existing system and surfaces.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets built with this program will be maintained thru the Stormwater Utility enterprise fund.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include water quality reductions that will improve the condition of the city's lakes, creeks, and the river.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level would protect homes from flooding during rain events and maintain passable roadways. Current service level is estimated at 2, but varies throughout the city. Many areas throughout the City

experience flooding problems during heavy rains. A number of these problem areas experienced significant flooding with documented property damage during multiple significant rain events over the last 30 years or more.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Not for projects currently in progress

Describe status and timing details of secured or applied for grants or other non-City funding sources:

n/a

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

We are currently collaborating with multiple watersheds and the Minneapolis Park Board and CPED on many of the study areas where the jurisdictions overlap to look for opportunities to align the goals of these organizations and to facilitate the ability to partner on projects where possible. Opportunities to leverage grant and partner funding for projects will be considered here. Coordination with neighborhood and business organizations will also take place.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

Economic Development

Will the project contribute to growth in the City's tax base?
maintains existing tax base

Describe the economic development impact of the project:

Supports potential redevelopment in areas prone to flooding

Does the project support redevelopment opportunity that without the project would be infeasible?

depends on the location

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

n/a

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

n/a

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
There will be increased costs to maintain new assets, but also reduced costs of reoccurring flooding which causes damages and deterioration of the surrounding areas.

What is the estimated annual operating cost increase or (decrease) for this project? The cost will vary depending on the project

Year that Operating Incr/(Decr) will take effect? year after construction

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of the BMPs. However, this project may decrease annual operating and maintenance costs of the same division for addressing localized flooding issues and repair of existing assets.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Any increase would be paid from the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Construction of improvements located in Waite Park and Columbia Golf Course began last year were substantially complete in 2021. Humboldt Ave Improvements were completed in 2022 in conjunction with planned Met Council sewer improvements. Jordan Neighborhood projects are moving into design in 2022 and construction will start in 2023.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Planning for this program will prioritize flood mitigation projects throughout the City. The first step in the prioritization effort was to complete citywide modeling. These models are now being used to identify and prioritize locations for flood studies and to evaluate potential solutions so that the improvements can be prioritized for implementation.

Projects that leverage grant opportunities will also be prioritized to take advantage of funds coming from outside the city if there are demonstrated benefits for these projects.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Stormwater system analysis, design and operation activities are driven by data and computer models. Using data to define these activities reduces the potential for bias and results in a more equitable service level across the city. Providing storm sewer capacity where needed to keep rain water out of the sanitary sewer system minimizes the risk of sanitary backups and combined sewer overflows to the Mississippi River. New facilities are planned to address expected outcomes from climate change. Below is a description of how this project meets City Goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.
- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by stormwater management requirements and projects.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Flood impacts occur throughout the city. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. The impacts of flooding could could disproportionally affect BIPOC and marginalized communities. Based on these findings, the flood mitigation program favors projects within BIPOC and socially vulnerable communities to promote resiliency within those communities.

What data is available or missing? How can you obtain additional data?

Hydrologic modeling data is now available for nearly all of Minneapolis. This data identifies properties that have a high risk of flooding. By applying science-based methods uniformly across the city, the models are able to predict neighborhood flooding without the biases that could occur with a complaint-driven program.

The primary equity-focused, demographic dataset used for the Flood Mitigation Program is the Social Vulnerability Index (SVI) published by the CDC. This dataset is derived from census data and is used by FEMA, the CDC, and others to determine the vulnerability and to evaluate resiliency of neighborhoods. The dataset considers multiple parameters including race, language, wealth, and mobility of residents, and assigns a score to each census tract. The SVI score is used both to promote flood mitigation studies and to favor flood mitigation projects in vulnerable communities.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The primary strategy for the Flood Mitigation Program is to inform residents and other stakeholders about city-wide needs for flood reduction. This includes sharing the Program's information to both the communities that have, and have not been, prioritized for evaluations and improvements. This information is currently provided to residents and stakeholders that are interested in discussing problems related to flooding.

There is a goal to increase public participation for the Program's construction projects. This may include engaging with residents and stakeholders to move toward additional consultation and public involvement.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to reduce flooding and to promote better quality in the City's lakes and streams.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Promoting flood mitigation projects in socially vulnerable areas will strengthen resiliency within BIPOC communities and will reduce flood impacts that could further burden these communities that often face economic challenges.

The additional opportunities to implement “greening” and green stormwater infrastructure as a part of these projects can further reduce impacts from climate change and the heat

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SW99R - Reimbursable Sewer and Storm Drain Projects

Project Details:

Project Start Date: 01/01/24
Estimated Project Completion Date:
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Desirable
Department Priority:

Submitting Agency: Public Works
Contact Person: Kevin Danen
Contact Phone Number: (612) 673-5627
Contact Email:
Website:
Prior year(s) bond authorization amount: $1,000,000

Project Location:

Address: City Wide
City Sector: City Wide
Affected Neighborhoods: City Wide
Affected Wards: All
Description of Location: Various locations throughout the City.

Project Description

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification

This program allows the Division to annually respond to requests to perform work for others and have a financial cost center to accumulate charges until the time of reimbursement without financially impacting other programs or budgets that the Division is performing work for itself under.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

SW99R

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$962,000	$962,000	$962,000	$962,000	$962,000	$962,000	$962,000
General Overhead	$38,000	$38,000	$38,000	$38,000	$38,000	$38,000	$38,000
TOTAL	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Submitting Agency Funding Request

SW99R

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Charges for Services and Sales	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
TOTAL	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, Vertical Infrastructure (Facilities), Fleet, or IT and Equipment
Is this request a new capital project or an existing project? New / Existing
If the project is an existing asset, what is the observed remaining life of the asset?

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not Applicable

What is the expected useful life of the project/improvement?

Not Applicable

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not Applicable

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Not Applicable

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's' National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Not Applicable

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Not Applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Varies - generally these do result from a partnership

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? Y/N

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Not Applicable

What is the estimated annual operating cost increase or (decrease) for this project?

Year that Operating Incr/(Decr) will take effect?

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Stormwater Maintenance Department would cover any routine costs that would result from the improvements made by this program to City related infrastructure.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems
Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice:

Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
Improve the tree canopy and urban forest.

Built Environment & Transportation:

Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.

Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

According to 2018 ACS data, the race and ethnic breakdown of residents in the city include: 19.3 percent Black or African American, 1.2 percent American Indian, 4.8 percent Asian, 9.8 percent Hispanic or Latino, and 69.3 percent are white non-Hispanic.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionally affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Include details here.

Analysis

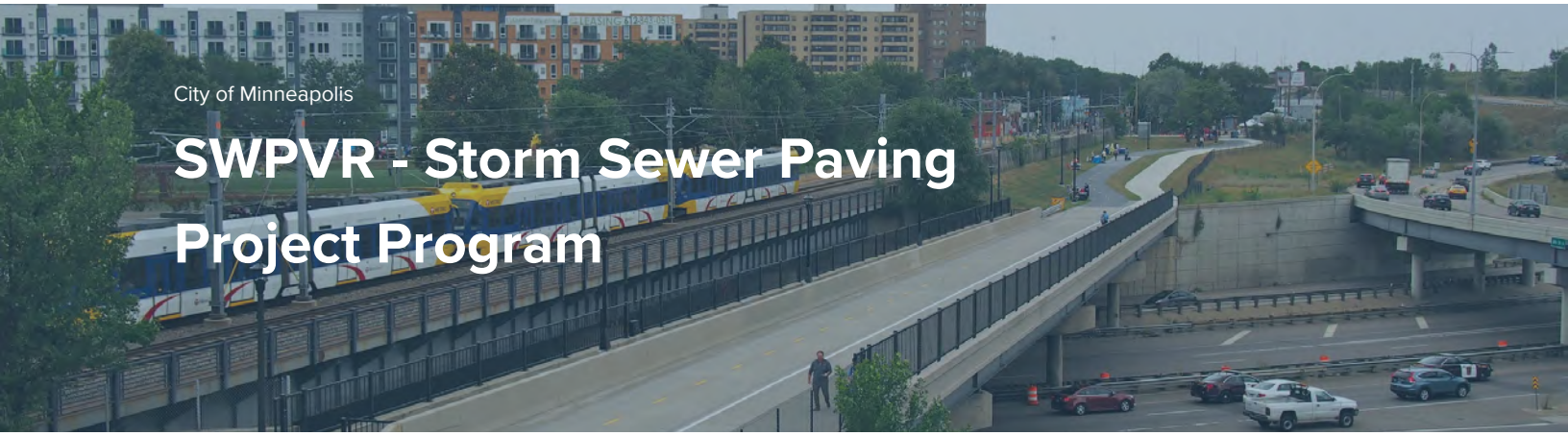
How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

SWPVR - Storm Sewer Paving Project Program

Project Details:

Project Start Date: 1/1/24
Estimated Project Completion Date: 12/31/29
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Important
Department Priority: 6 of 6

Submitting Agency: Public Works
Contact Person: Kelly Moriarity
Contact Phone Number: 612-673-3617
Contact Email: kelly.moriarity@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:
$2,000,000

Project Location:

Address: city wide
City Sector: city wide
Affected Neighborhoods: city wide
Affected Wards: All
Description of Location: various locations

Project Description

This program establishes annual funding to facilitate data driven construction of new storm drains and repair and rehabilitation of existing storm sewers as needed in coordination with capital paving projects. This program will maximize City-wide investments by aligning storm sewer projects with street reconstruction or resurfacing.

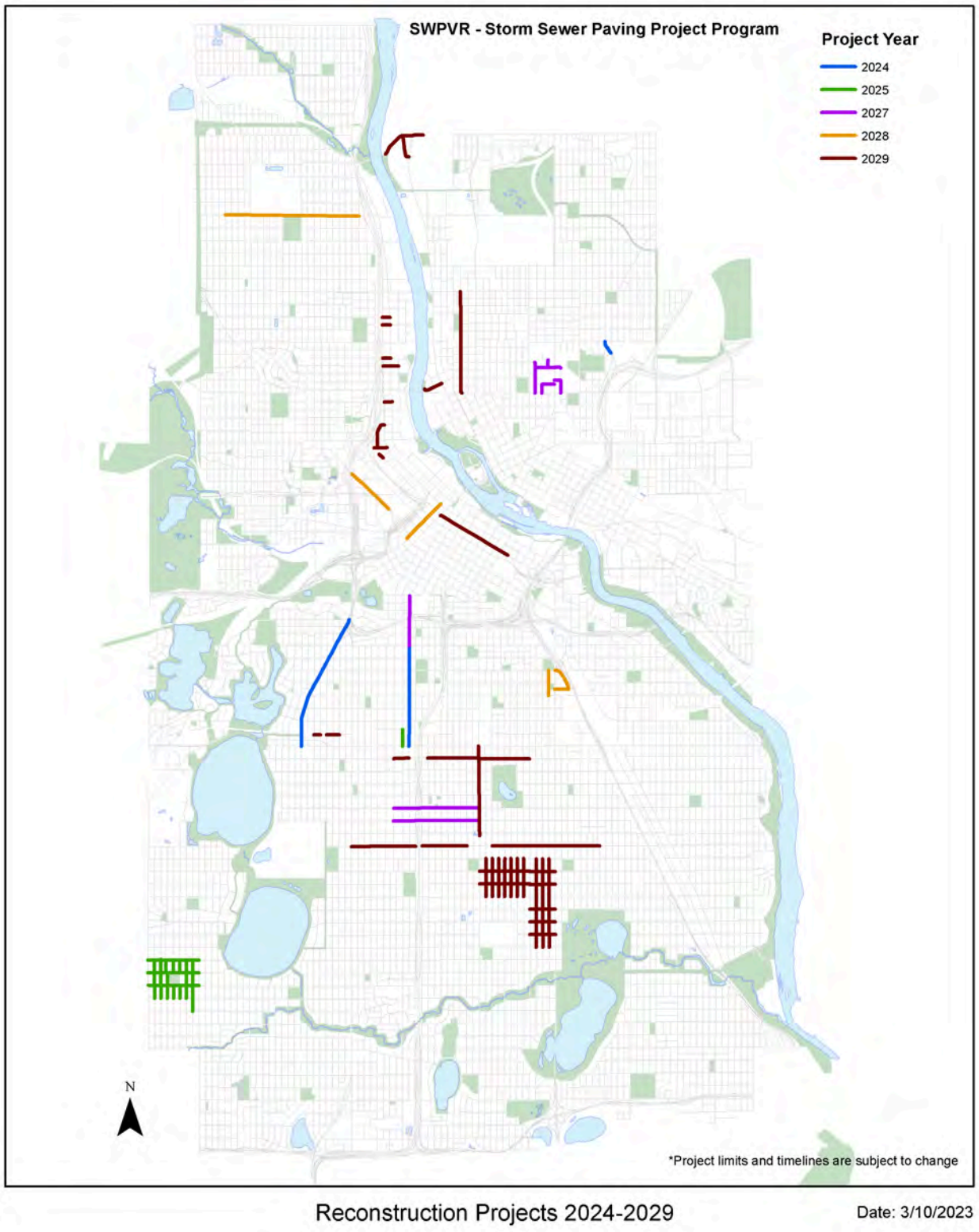
This program will also facilitate funding for stormwater treatment practices that are required on linear reconstruction projects based on the City's stormwater ordinance and NPDES permit requirements.

Purpose and Justification

The City owns, operates, and maintains approximately 566 miles of storm drains. To maintain system functionality the City uses condition, risk, water quality and flood data to identify and prioritize storm infrastructure needs. Project selection and design includes evaluating the capacity of the storm drain system to ensure functionality with the newly designed roads and overall system capacity needs for sewer separation or flooding. Potential water quality benefits from stormwater treatment installations are also considered and sometimes required. Coordinating the underground repair work with paving projects provides savings due to economies of scale and minimizes impacts to the public by synchronizing schedules for storm sewer and pavement projects that disrupt the right of way.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

SWPVR

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$3,000,000	$3,240,000	$3,240,000	$3,240,000	$3,240,000	$3,240,000	$3,240,000
Design and Project Management	$555,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000
General Overhead	$145,000	$160,000	$160,000	$160,000	$160,000	$160,000	$160,000
TOTAL	**$3,700,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**

Submitting Agency Funding Request

SWPVR

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Use Of Fund Balance	$1,700,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
TOTAL	**$3,700,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**	**$4,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing and New
If the project is an existing asset, what is the observed remaining life of the asset? 5-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 566 miles of storm sewer pipes and performs periodic inspections of the system. To date 67% (388 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the storm sewer system. The graph shown above summarizes the findings.

The storm sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response. In addition, it would affect delivery of some of the paving projects as there would not be enough funds to deliver drainage improvements and stormwater treatment required to support street designs and permit requirements.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This program includes a combination of existing and new assets. The improvements would be maintained by the Stormwater Utility Fund. No non-City funding sources are currently identified

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include water quality reductions that will improve the condition of the city's lakes, creeks, and the river.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level for this project would improve the condition of existing deteriorated assets, meet regulatory requirements for stormwater treatment and provide improvements to provide drainage for the road facilities.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

n/a

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

As determined by jurisdiction the City collaborates with the Minneapolis Park and Recreation Board and the four watershed management organizations on stormwater projects.
This program also supports funding for local improvements in coordination with Hennepin County and MnDOT paving projects.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

n/a

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

New storm drains can help facilitate capacity for development.

Does the project support redevelopment opportunity that without the project would be infeasible?
No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

n/a

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

n/a

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of new storm drains, flood mitigation installations and water quality treatment facilities. However, this project may also decrease annual operating and maintenance costs of the same division for maintaining existing infrastructure.

What is the estimated annual operating cost increase or (decrease) for this project?

The impact will vary and will be determined based on the storm sewer system needs in the location of capital paving projects

Year that Operating Incr/(Decr) will take effect?

ongoing

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Any increase would be paid from the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Major maintenance or replacement with vary with the asset type.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This in an ongoing program to provide funding for stormwater improvements as a part of paving projects and generally follow the schedules of those projects.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

n/a

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program is established to coordinate funding to occur in advance or in coordination with street paving projects.

Minneapolis City Goals

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.
- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which is response to the road reconstruction projects. The metrics for how road reconstruction projects are added to the Capital Improvement Program include pavement condition scoring but it also includes an equity metric that supports investment in underserved parts of the city.

According to 2018 ACS data, the race and ethnic breakdown of residents in the city include: 19.3 percent Black or African American, 1.2 percent American Indian, 4.8 percent Asian, 9.8 percent Hispanic or Latino, and 69.3 percent are white non-Hispanic.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents: BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research.

What data is available or missing? How can you obtain additional data?

City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that water resource protection and stormwater management has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. Public participation goal: To provide the public with balanced and objective infromation to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Maintaining storm sewer services in the City ensures that all areas of the City are served.

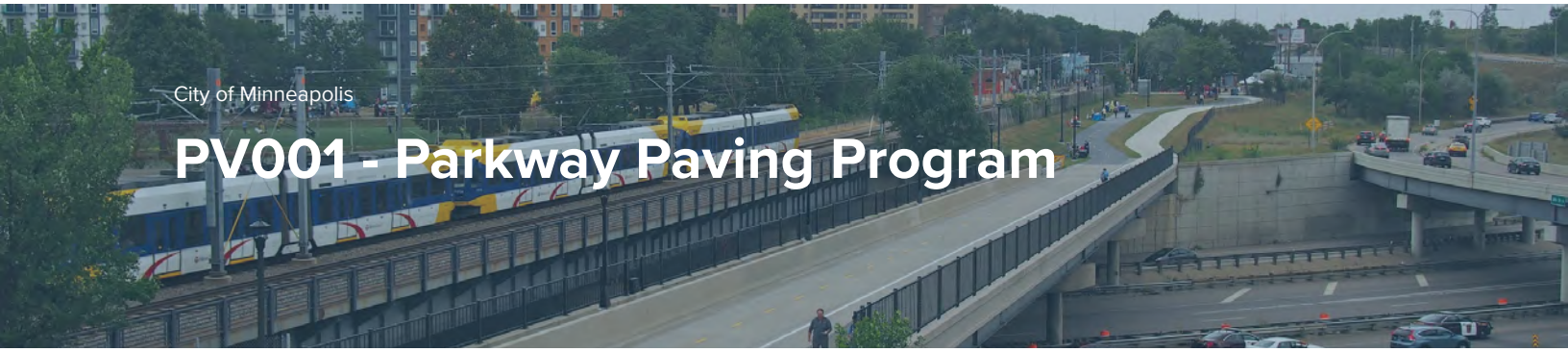
Mitigating the impacts from climate change throughout the city advances racial equity in the city. The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionally born by communities of color. One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts.

The city is looking to green stormwater infrastructure to meet stormwater management requirements. Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV001 - Parkway Paving Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 25 of 58

Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: (612)- 673-3884
Contact Email: Oscar.Weber@minneapolismn.gov
Prior year(s) bond authorization amount: $700,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

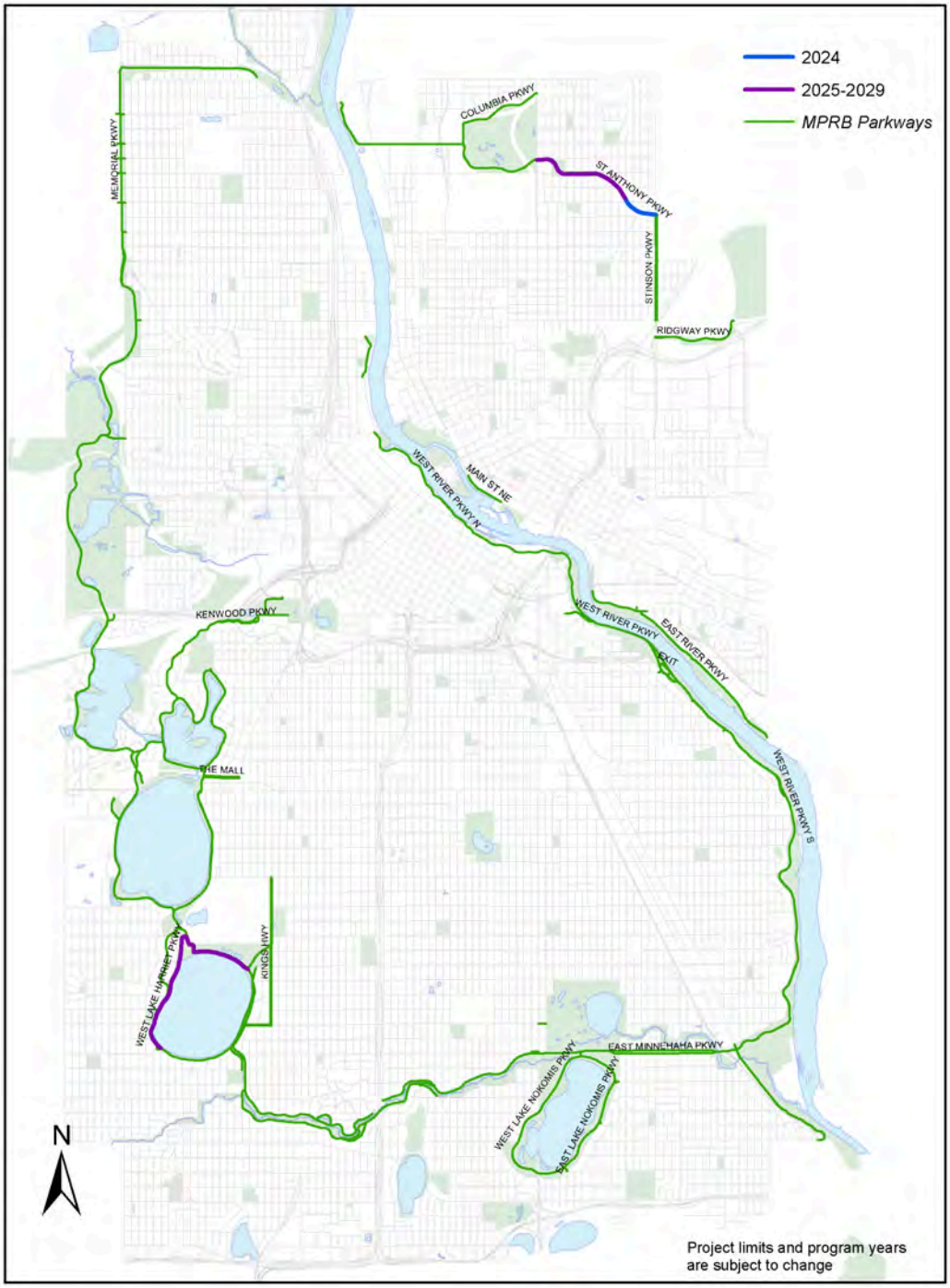
Project Description

The Minneapolis Parks and Recreation Board currently owns approximately 55 miles of parkways throughout Minneapolis. This system of parkways allows people to experience the City's parks, lakes, gardens, and diverse neighborhoods. In order to maintain and improve the condition of parkway streets, Minneapolis Public Works assists with the maintenance of parkways by funding pavement improvements as a part of the Parkway Paving Program. This program consists of repaving parkway streets and may include replacement of some sections of curb, gutter, driveways, and pavement striping.

Purpose and Justification

The objective of this program is to remove deteriorated pavement and provide a new driving surface to further extend the life of the street in advance of a costlier reconstruction. Sealcoating the parkways extends the life of the roadway surface, while also providing the signature red aesthetic. This construction can extend the life of the existing parkway street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter. The Parkway Paving Program was developed by the City Council and City Engineer, with significant coordination with the Minneapolis Park and Recreation Board (MPRB) and their staff, with the intent of maintaining the pavement condition across the parkway system.

Project Visuals and Map



PV001 Parkways Program 2024-2029

Date: 3/20/2023

Project Cost Breakdown

PV001

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$487,500	$487,500	$487,500	$487,500	$487,500	$487,500	$487,500
Design and Project Management	$187,500	$187,500	$187,500	$187,500	$187,500	$187,500	$187,500
General Overhead	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000	$75,000
TOTAL	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**

Submitting Agency Funding Request

PV001

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$700,000	$0	$700,000	$700,000	$700,000	$700,000	$750,000
Transfers	$0	$700,000	$0	$0	$0	$0	$0
Special Assessments	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$0
TOTAL	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**	**$750,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The parkway system has had PCI data gathered in 2017, 2020, and 2021 where the later two years gathered data on only a portion of the system. Typically, segments being addressed are in Poor condition. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

Asphalt Resurfacing typically extends the life of the pavement by at least 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Parkways meet the guidance outlined in the Street Design Guide. The street currently operates as a parkway and does not have transit operating on the streets. Most Parkway streets are identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and are identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of this program is to remove deteriorated pavement and provide a new driving surface to further extend the life of the street in advance of a costlier reconstruction. Sealcoating the parkways extends the life of the roadway surface, while also providing the signature red aesthetic. This construction can extend the life of the existing parkway street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter. The Parkway Paving Program was developed by the City Council and City Engineer, with significant coordination with the Minneapolis Park and Recreation Board (MPRB) and their staff, with the intent of maintaining the pavement condition across the parkway system. The parkway system has a score of 4, as it works well for its recreational use but is not perfect as continual maintenance is necessary.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time. Public Works and the MPRB continue to actively pursue grants that are applicable to the parkway system.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Minneapolis Parks and Recreation Board. Collaboration with partners will focus on parkway programing, site visits and construction coordination with annual MPRB events.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the projects are located on high volume pedestrian corridors. Pedestrian ramps are upgraded when applicable with concurrence by both the MPRB and Public Works staff.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

($7,000)

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a parkway in poor condition is estimated at $7,000. The estimated annual cost to maintain this roadway is $7,000

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Unspent balances will be rolled forward to fund the Parkway Paving Program in future years. The size and the scope of work can be adjusted to utilize all available funds.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health-
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice-
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within PV001 typically fall under:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households

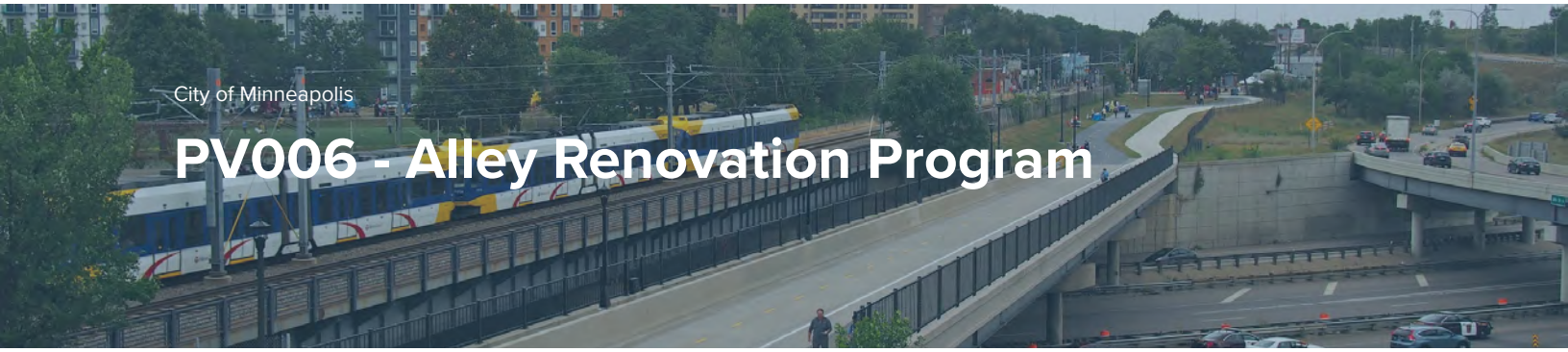
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV006 - Alley Renovation Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 31 of 58

Submitting Agency: Public Works
Contact Person: Larry Matsumoto
Contact Phone Number: 612 919-1148
Contact Email: Larry.Matsumoto@minneapolismn.gov
Prior year(s) bond authorization amount: $200,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

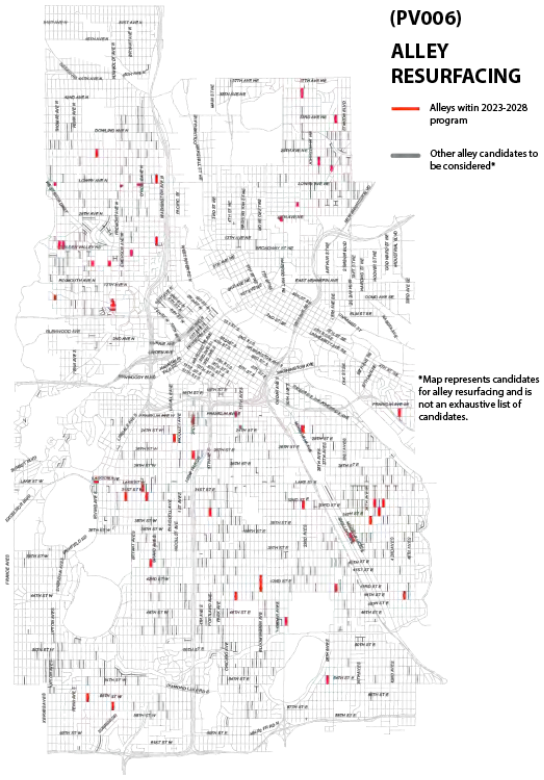
Project Description

Minneapolis Public Works operates and maintains approximately 425 miles (or 4,000 sections) of concrete or asphalt surfaced alleys. This program will repair and place a bituminous overlay on existing concrete and asphalt alleys that are rated in “poor” or “very poor” condition according to the “Pavement Condition Index” database. This will extend the operational life of an alley for approximately 10 years.

Purpose and Justification

The City of Minneapolis’ residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff.

Project Visuals and Map



Project Cost Breakdown

PV006

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$162,500	$162,500	$162,500	$162,500	$162,500	$162,500
Design and Project Management	$0	$62,500	$62,500	$62,500	$62,500	$62,500	$62,500
General Overhead	$0	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
TOTAL	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Submitting Agency Funding Request

PV006

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$200,000	$200,000	$200,000	$200,000	$200,000
Special Assessments	$0	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
Transfers	$0	$200,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, alley
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed alley is roughly 70 years with properly timed maintenance and repair. Public Works manages the local alley system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's alleys

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Citywide Alleys had PCI data collected in 2017. Of the Alleys considered for this program they are generally classified in fair or poor condition.

What is the expected useful life of the project/improvement?
Alley renovation can extend the life of an alley by at least 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Rehabilitation projects completed within this program are aimed at extending the useful life of the alley. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Rehabilitation projects reduce the need for more costly asset management activities such as alley reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement

markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Alleys meet the guidance outlined in the Street Design Guide. Alleys do not have planned transit operating on the corridor. Alleys are not identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and are not identified on the Pedestrian Priority Network.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The City of Minneapolis' residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff. Service level scores will vary across segments considered for this program in various years. Many Alleys being completed in this program would be rated a 3 or 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?
N/A

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an alley in poor condition is estimated at $2,000 per mile per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Operating costs will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs such as PV006, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety - Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

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Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within PV006 are typically:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?
The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV056 - Asphalt Pavement Resurfacing Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 28 of 58

Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: 612 673 3884
Contact Email: Oscar.Weber@minneapolismn.gov
Prior year(s) bond authorization amount: $3,872,437

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

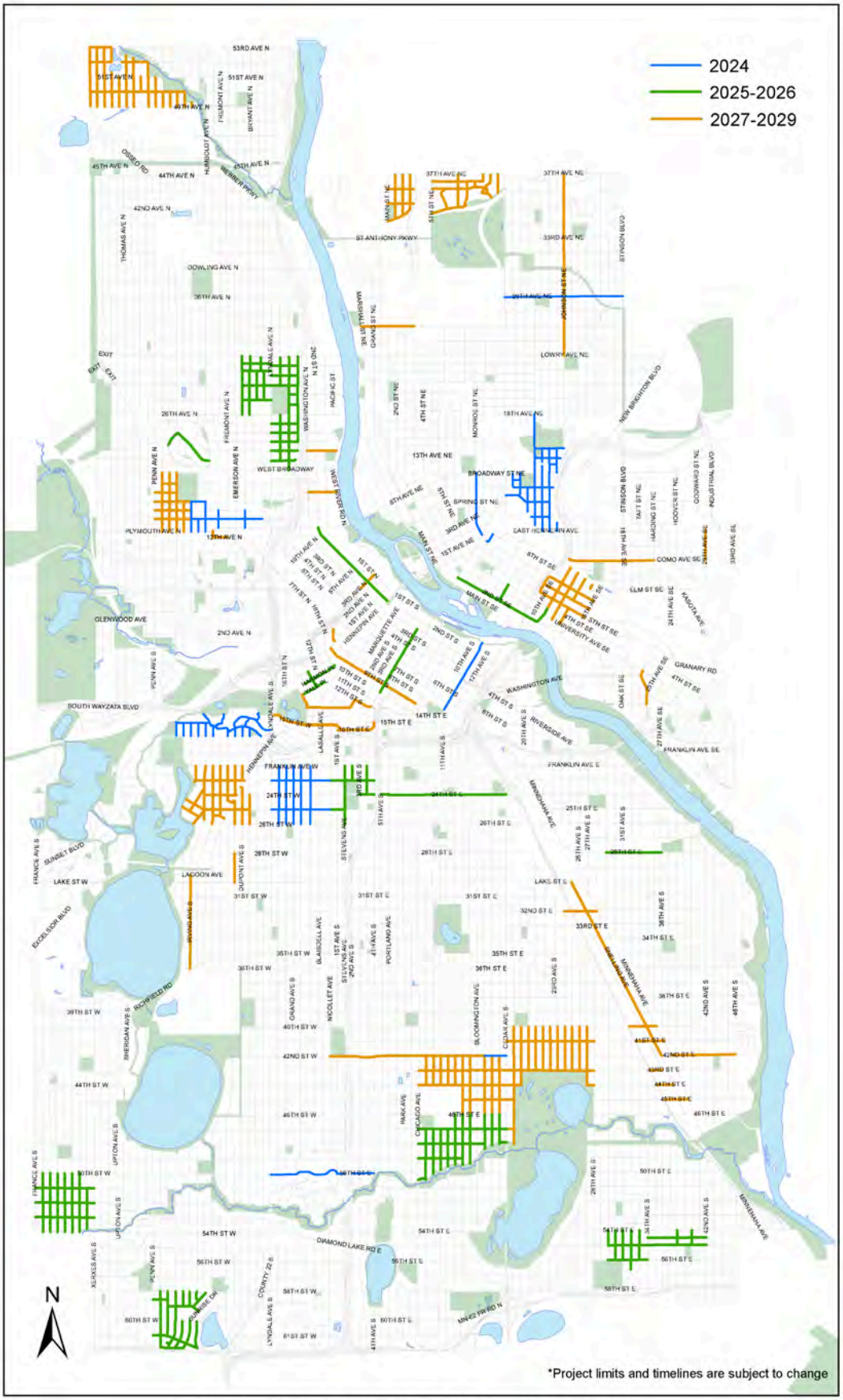
Project Description

Minneapolis Public Works operates and maintains approximately 740 miles of asphalt streets. In order to maintain and improve the condition of asphalt streets, the City annually performs a mill and overlay of asphalt streets. This construction includes upgrading all non-compliant pedestrian ramps to meet current ADA design standards and the replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

Purpose and Justification

The objective of the Asphalt Pavement Resurfacing Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a bituminous surface over 30 years ago. The City of Minneapolis has 740 miles of asphalt streets under its jurisdiction. This program's goal is to extend the life of the pavement by at least 10 years for streets that were constructed 30 or more years ago, thus delaying the need for the total reconstruction of the roadway. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people driving and biking, and improves the overall pavement condition of asphalt streets.

Project Visuals and Map



PV056 Asphalt Resurfacing Program 2024-2029

Date: 3/14/2023

Project Cost Breakdown

PV056

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$5,752,500	$5,915,000	$6,077,500	$6,240,000	$6,402,500	$6,565,000	$6,761,950
Design and Project Management	$2,212,500	$2,275,000	$2,337,500	$2,400,000	$2,462,500	$2,525,000	$2,600,750
General Overhead	$885,000	$910,000	$935,000	$960,000	$985,000	$1,010,000	$1,040,300
TOTAL	**$8,850,000**	**$9,100,000**	**$9,350,000**	**$9,600,000**	**$9,850,000**	**$10,100,000**	**$10,403,000**

Submitting Agency Funding Request

PV056

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Special Assessments	$3,300,000	$3,400,000	$3,500,000	$3,600,000	$3,700,000	$3,800,000	$3,900,000
Bond Activity	$3,872,437	$0	$5,850,000	$0	$460,915	$6,300,000	$6,503,000
Transfers	$400,000	$5,700,000	$0	$6,000,000	$5,689,085	$0	$0
Use Of Fund Balance	$1,277,563	$0	$0	$0	$0	$0	$0
TOTAL	**$8,850,000**	**$9,100,000**	**$9,350,000**	**$9,600,000**	**$9,850,000**	**$10,100,000**	**$10,403,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments being completed through this program are in Fair to Poor condition. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average. While poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

Asphalt Resurfacing / Concrete Rehabilitation extends the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing.
Minneapolis Public Works operates and maintains approximately 740 miles of asphalt streets. In order to maintain and improve the condition of asphalt streets, the City annually performs a mill and overlay of asphalt streets. This construction includes replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of the Asphalt Pavement Resurfacing Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a bituminous surface over 30 years ago. The City of Minneapolis has 740 miles of asphalt streets under its jurisdiction. This program’s goal is to extend the life of the pavement by at least 10 years for streets that were constructed 30 or more years ago, thus delaying the need for the total reconstruction of the roadway. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people driving and biking, and improves the overall pavement condition of asphalt streets.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for pedestrians by upgrading all non-compliant pedestrian ramps to meet current ADA design standards. This program consists of various street segments and residential areas some of which may be identified in the All Ages and Abilities Network. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the resurfacing project (i.e. no moving the curb lines) and funding is available for the added scope of work.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

The available right-of-way varies and this program does not generally move curb lines. When bicycle facilities are considered in conjunction with a resurfacing project they are generally

accomplished through pavement striping and signing.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in fair to poor condition is estimated at $2,500 per mile per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an ongoing pavement resurfacing program; funding allocations per year can be flexible and could result in more or less miles of pavement resurfacing as a result. The potential limiting factors, aside from funding levels, are workforce capacity and the limit of acceptance for disruption to the traveling public.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Public Health - The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

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Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
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Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
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What data is available or missing? How can you obtain additional data?

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Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

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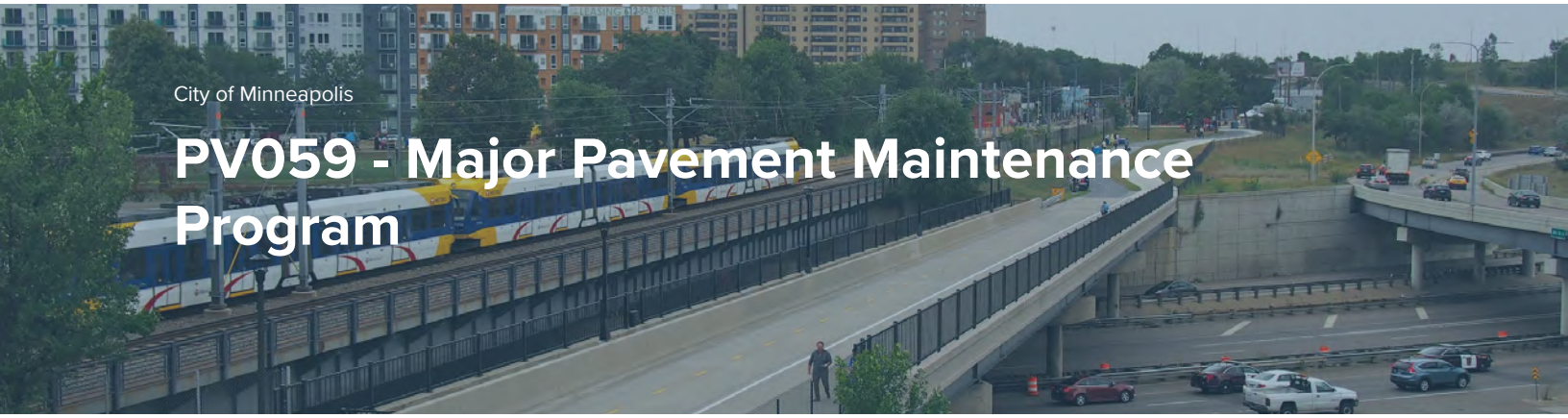
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
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Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV059 - Major Pavement Maintenance Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 29 of 58

Submitting Agency: Public Works
Contact Person: Larry Matsumoto
Contact Phone Number: 612-919-1148
Contact Email: Larry.Matsumoto@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

Project Description

The Major Pavement Maintenance program focuses on major street repair due to specific, localized failures in a City street. The repairs typically last for 20 years or more. The objective is to correct failed areas of the street that are beyond what normal street maintenance can address and extend the life of the street until more global rehabilitation and reconstruction efforts can be programmed.

Purpose and Justification

There are small, localized sections of streets in the City's pavement inventory which have failed due to some specific cause, often in one select location of the street, and typically confined to a portion of one block. Examples of these failures are excessive settlement due to unique underlying soil conditions not found in other areas of the street, or long-term stormwater erosion underneath concrete surface panels leading to voids under the panel, that lead to eventual settlement or failure. The failures often result in significant drainage problems, and large areas of unsightly and odorous standing water that can rise over the backs of curbs. These conditions can have a significant adverse effect on neighborhood livability. In addition to asphalt and concrete streets, this program also repairs brick or paver streets. These repairs are much more expensive than typical street patching. Typical asphalt repairs in brick or paver streets are unsightly and often not appropriate as these pavements tend to be located in historic areas where preservation of character defining features are a priority. In all cases, the nature of the corrective action is more aggressive and expensive than what is funded in general street maintenance. Therefore, a special program is needed to manage these specific problems.

Project Visuals and Map







Project Cost Breakdown

PV059

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$162,500	$162,500	$162,500	$162,500	$162,500	$162,500
Design and Project Management	$0	$62,500	$62,500	$62,500	$62,500	$62,500	$62,500
General Overhead	$0	$25,000	$25,000	$25,000	$25,000	$25,000	$25,000
TOTAL	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Submitting Agency Funding Request

PV059

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$250,000	$250,000	$250,000	$250,000	$250,000
Transfers	$0	$250,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**	**$250,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments being completed through this program are in poor to very poor condition over localized sections which is anomalous to the pavement around it.

What is the expected useful life of the project/improvement?

Pavement repairs in this program are expected to last 20 or more years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Rehabilitation projects completed within this program are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Targeted rehabilitation projects like those completed in PV059 reduce the need for more costly asset management activities such as resurfacing or reconstruction when the rest of the street does not require it.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the street surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

There are small, localized sections of streets in the City’s pavement inventory which have failed due to some specific cause, often in one select location of the street, and typically confined to a portion of one block. Examples of these failures are excessive settlement due to unique underlying soil conditions not found in other areas of the street, or long-term stormwater erosion underneath concrete surface panels leading to voids under the panel, that lead to eventual settlement or failure. The failures often result in significant drainage problems, and large areas of unsightly and odorous standing water that can rise over the backs of curbs. These conditions can have a significant adverse effect on neighborhood livability. In addition to asphalt and concrete streets, this program also repairs brick or paver streets. These repairs are much more expensive than typical street patching. Typical asphalt repairs in brick or paver streets are unsightly and often not appropriate as these pavements tend to be located in historic areas where preservation of character defining features are a priority. In all cases, the nature of the corrective action is more aggressive and expensive than what is funded in general street maintenance. Therefore a special program is needed to manage these specific problems. The streets in this program are generally rated as a 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No Grants or non-City funding has been secured.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable. This program is to repair/reconstruct failed street sections in the city right of way, but is not planned to change or enhance the All Ages and Abilities Network.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Maintain or reduce current operating costs.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects within this program are generally completed in the same year.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The number of projects, size and scope of the work can be adjusted to utilize all available funds.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within PV059 typically fall under:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and

advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV063 - Unpaved Alley Construction

Project Details:

Project Start Date: 4/15/2025
Estimated Project Completion Date: 11/1/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 32 of 58

Submitting Agency: Public Works
Contact Person: Larry Matsumoto
Contact Phone Number: (612) 919-1148
Contact Email: Larry Matsumoto
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

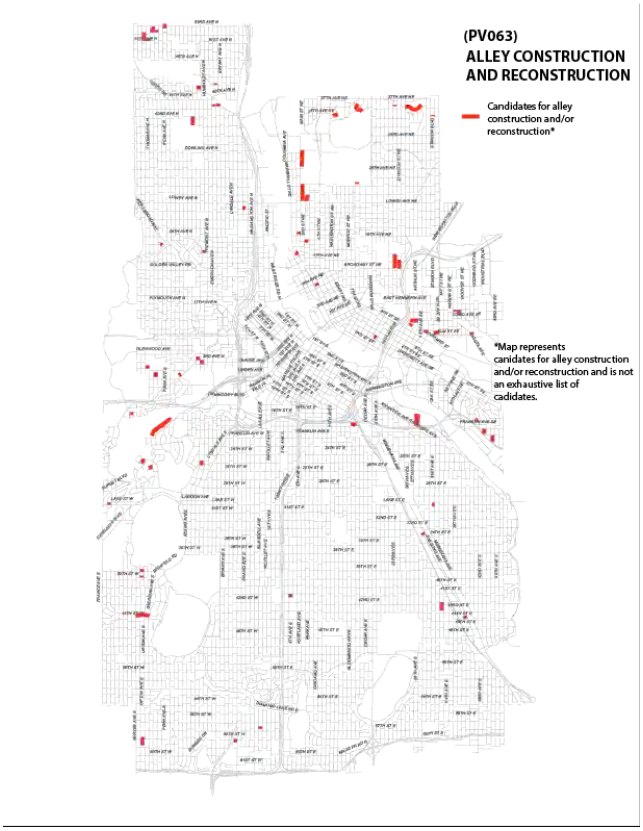
Project Description

Minneapolis Public Works operates and maintains approximately 425 miles (or 4,000 sections) of concrete or asphalt surfaced alleys and 75 unpaved alleys. This program is intended to construct individual segments of the City's residential alley system, which includes new pavement, any necessary storm drains, and retaining walls in existing alleys. These alleys will generally be paved using the standard residential concrete alley design. In addition to the alley paving, alley retaining wall and storm drain requirements necessitated by the alley construction will be addressed.

Purpose and Justification

The City of Minneapolis' residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff.

Project Visuals and Map



Project Cost Breakdown

PV063

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$143,000	$143,000	$143,000	$143,000	$143,000
Design and Project Management	$0	$0	$55,000	$55,000	$55,000	$55,000	$55,000
General Overhead	$0	$0	$22,000	$22,000	$22,000	$22,000	$22,000
TOTAL	**$0**	**$0**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**

Submitting Agency Funding Request

PV063

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$170,000	$170,000	$170,000	$170,000	$170,000
Special Assessments	$0	$0	$50,000	$50,000	$50,000	$50,000	$50,000
TOTAL	**$0**	**$0**	**$220,000**	**$220,000**	**$220,000**	**$220,000**	**$220,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, alley
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed alley is roughly 70 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's alleys.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Alleys citywide had PCI data collected in 2017, alleys identified by this program vary in PCI but generally are classified as in poor to very poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed alley is roughly 70 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of alleys. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as alley reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in

the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis Public Works operates and maintains approximately 425 miles (or 4,000 sections) of concrete or asphalt surfaced alleys and 75 unpaved alleys. This program is intended to construct individual segments of the City's residential alley system, which includes new pavement, any necessary storm drains, and retaining walls in existing alleys. These alleys will generally be paved using the standard residential concrete alley design. In addition to the alley paving, alley retaining wall and storm drain requirements necessitated by the alley construction will be addressed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The City of Minneapolis' residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff. Service level scores will vary across segments considered for this program in various years. Many alleys being completed in this program would be rated a 3 or 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:
N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, right-of-way is generally constrained in places where a new alley is being constructed. However as identified in the Minneapolis Street Design guide alleys serve as shared space for all modes of travel saying, "alleys are not intended for through traffic and design elements should discourage traveling more than one block."

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an alley in poor condition is estimated at $2,000 per mile per year. The estimate is that this program will complete the construction of one to two alleys per year with an average length of 357’ per alley, or 0.10 miles of alleys, and the estimated annual cost to maintain these 0.1 miles of alley is $200.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs such as PV063, if program funding is reduced in a given year, less work will occur in that program year.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to sections above.

Minneapolis City Goals

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Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Permanently paving these alleys corrects drainage issues, reduces annual maintenance expenditures, prevents the development of potholes, and improves the ride quality and the overall condition of these alleys.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Unpaved Alley Construction program has the potential to impact all neighborhoods within the City. Specific project location will vary based on year.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?
During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within PV063 are generally:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Describe the engagement and what have you learned?
The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV074 - CSAH and MnDOT Cooperative Projects

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 26 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

This program funds the City's cost participation on cooperative projects with Hennepin County, Metro Transit, and MnDOT that fall within the city limits. These projects primarily consist of the reconstruction or rehabilitation of street segments, bridges, intersections, multimodal improvements, and/or streetscaping. Projects in this program are often supported with funding through a variety of state and federal grants as well.

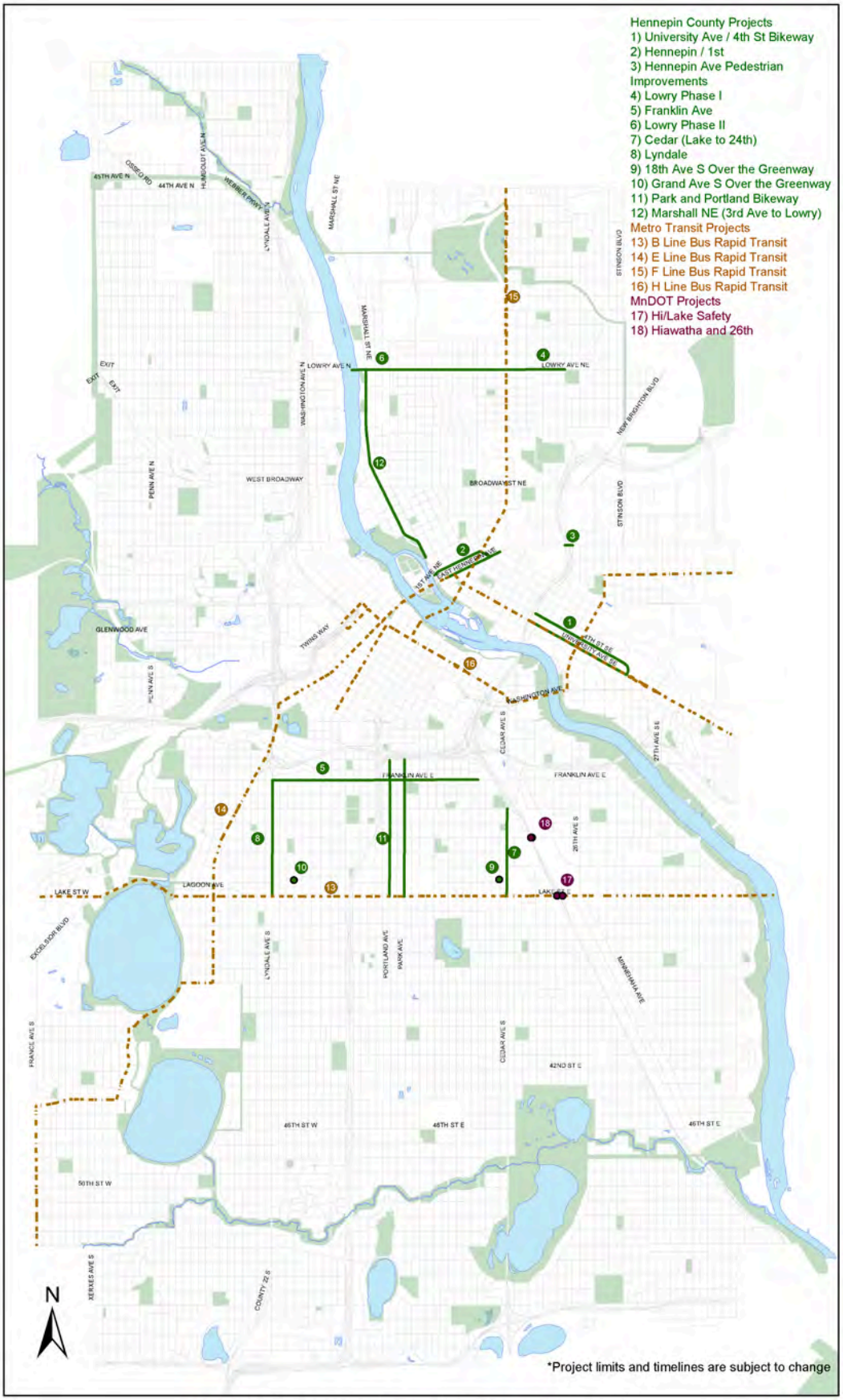
Hennepin County projects typically involve reconstruction of the entire right-of-way and include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, with considerations for signal improvements, new signage, pavement markings, and bikeways where applicable. The Metro Transit projects include partnering on the planned build-out of the local arterial Bus Rapid Transit system, which includes reconstruction of intersections for new signals, ADA facilities, lighting, safety improvements, and signal technology. Partnerships with Metro Transit also include installation of intersection upgrades and transit enhancements such as bus-only lanes or queue jumps, which increase bus speed and reliability. These projects may include improvements to traffic signals, signage, and/or striping. MnDOT projects vary, but typically involve reconstruction or multimodal improvements within City right-of-way adjacent to MnDOT right-of-way.

Purpose and Justification

This program is intended for cost participation on cooperative projects with Hennepin County, MnDOT, or Metro Transit to facilitate improvements within the city limits that provide benefit to the travelling public, adjacent property owners, and the City in general. Projects identified within this program requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. These projects also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes.

The current cooperative projects program includes:
- Hennepin/1st Bikeway retrofit
- Lowry Ave Northeast reconstruction
- Hennepin Avenue Pedestrian improvements
- Franklin Avenue West reconstruction
- Hi-Lake Interchange modification
- Hiawatha and 26th St Intersection improvements
- University and 4th Avenue Southeast roadway improvements
- B Line Bus Rapid Transit
- E Line Bus Rapid Transit
- F Line Bus Rapid Transit
- H Line Bus Rapid Transit
- Blue Line LRT Extension
- Grand Ave Bridge over HCRRA
- 18th Ave S Bridge over HCRRA
- Lyndale Ave S Reconstruction
- Marshall Ave Northeast Reconstruction
- Cedar Ave Reconstruction
- Park and Portland Ave Bikeways
- Multiple transit enhancement projects on corridors identified by the Transportation Action Plan, to prioritize service speed and reliability

Project Visuals and Map



PV074 Cooperative Projects Program 2024-2029

Date: 3/21/2023

Project Cost Breakdown

PV074

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$4,175,350	$11,050,000	$5,980,000	$18,105,100	$1,495,000	$650,000	$650,000
Design and Project Management	$1,759,750	$4,250,000	$2,300,000	$6,963,500	$575,000	$250,000	$250,000
General Overhead	$703,900	$1,700,000	$920,000	$2,785,400	$230,000	$100,000	$100,000
TOTAL	**$6,639,000**	**$17,000,000**	**$9,200,000**	**$27,854,000**	**$2,300,000**	**$1,000,000**	**$1,000,000**

Submitting Agency Funding Request

PV074

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$12,200,000	$7,395,000	$9,731,920	$2,300,000	$1,000,000	$1,000,000
Intergovernmental Revenues	$1,500,000	$0	$0	$12,300,000	$0	$0	$0
Special Assessments	$710,000	$0	$1,605,000	$3,020,000	$0	$0	$0
Taxes	$0	$4,800,000	$200,000	$0	$0	$0	$0
Use Of Fund Balance	$3,632,590	$0	$0	$0	$0	$0	$0
Transfers	$796,410	$0	$0	$2,802,080	$0	$0	$0
TOTAL	**$6,639,000**	**$17,000,000**	**$9,200,000**	**$27,854,000**	**$2,300,000**	**$1,000,000**	**$1,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, varies by project

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Asset condition varies by project.

What is the expected useful life of the project/improvement?
The functional lifespan of a newly reconstructed street is roughly 60 years. Asphalt Resurfacing / Concrete Rehabilitation extend the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget, typically PV074 projects will be maintained by our project partners because it is within their Right of Way. See Partnerships section for non-City funding sources. Yes, without city funding the non-City funding will not be available.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing

This program funds the City's cost participation on cooperative projects with Hennepin County, Metro Transit, and MnDOT that fall within the city limits. These projects primarily consist of the reconstruction or rehabilitation of street segments, bridges, intersections, multimodal improvements, and/or streetscaping. Projects in this program are often supported with funding through a variety of state and federal grants as well.

Hennepin County projects typically involve reconstruction of the entire right-of-way and include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, with considerations for signal improvements, new signage, pavement markings, and bikeways where applicable. The Metro Transit projects include partnering on the planned build-out of the local arterial Bus Rapid Transit system, which includes reconstruction of intersections for new signals, ADA facilities, lighting, safety improvements, and signal technology. Partnerships with Metro Transit also include installation of transit enhancements such as bus-only lanes or queue jumps, which increase bus speed and reliability. These projects may include improvements to traffic signals, signage, and/or striping. MnDOT projects vary, but typically involve reconstruction or multimodal improvements within City right-of-way adjacent to MnDOT right-of-way.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This program is intended for cost participation on cooperative projects with Hennepin County, MnDOT, or Metro Transit to facilitate improvements within the city limits that provide benefit to the travelling public, adjacent property owners, and the City in general. Projects identified within this program requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. These projects also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes. Rankings will vary based on project.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Our partner agencies have funded projects within their 5-year capital program. In order for these projects to be completed, Minneapolis must contribute partnering funds. Funding which matches the timing of Hennepin County, MnDOT, and Metro Transit programs will allow these projects to include additional enhancements.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners vary based on specific project. This is a collaborative program with Hennepin County, MnDOT, and Metro Transit. Typically, these agencies are the lead on the proposed projects and the City is a project partner and stakeholder.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency and may include projects on existing or planned transitways, transit routes, or high-volume pedestrian corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects align with high demand multi-modal corridors.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects align with high demand multi-modal corridors.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. There will be no relative increase or decrease. Hennepin County provides Minneapolis funds to complete maintenance on their roads. Rebuilding a road releases maintenance money to other county roadways where additional maintenance is needed.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Hennepin County, MnDOT, and Metro Transit have funded projects within their capital programs. This is an ongoing program that covers various cooperative roadway projects with Hennepin County, MnDOT and Metro Transit. In order for these projects to be completed, Minneapolis must contribute with funds to match the timing these projects. Typically, this program is composed of large multi-year projects where funding has been spread across multiple years to match the timing and delivery of the project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

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1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved:

This program is intended for cost participation on cooperative projects with Hennepin County, MnDOT, or Metro Transit to facilitate reconstruction of major corridors across the city and expansion of the Bus Rapid Transit system. Projects identified within this program requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. These projects also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

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- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
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What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

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1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

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Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV075 - Development Infrastructure Program

Project Details:

Project Start Date: 2024
Estimated Project Completion Date: 2029
Ongoing Program: Y
Current Phase: Planning / Design
Level of Need: Significant
Department Priority: 34 of 58

Submitting Agency: Public Works/CPED
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: Katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $500,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

Project Description

The Development Infrastructure Program is an innovative partnership between Community Planning and Economic Development (CPED) and Public Works, with the intent to promote and leverage public infrastructure improvements directly related to development projects. This partnership has the advantages of combining Public Works' expertise in the built environment and CPED's expertise in development finance and coordination. The program will be focused along transit corridors in priority areas, but it will be flexible to allow for other targeted opportunities.

CPED will coordinate project development and financing packages for projects proposed within this program, and Public Works will manage project delivery for these projects.

Purpose and Justification

In order to respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where investment will follow, CPED and Public Works believe this program is a necessary component of the City's prioritization of infrastructure spending. The program distinction is important. By having a multi-year schedule of infrastructure funding, resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible for project-specific requests.

Project Cost Breakdown

PV075

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000
Design and Project Management	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000
General Overhead	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
TOTAL	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Submitting Agency Funding Request

PV075

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
TOTAL	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset? N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset. N/A

What is the expected useful life of the project/improvement. N/A

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Once built, the roads built as part of this program will receive regular crack sealing and other preventative maintenance treatments to keep the road surface in good shape, which will be paid through the existing maintenance budget. No non-City funding sources are being used.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Development Infrastructure Program is an innovative partnership between Community Planning and Economic Development (CPED) and Public Works, with the intent to promote and leverage public infrastructure improvements directly related to development projects. This partnership has the advantages of combining Public Works' expertise in the built environment and CPED's expertise in development finance and coordination. The program will be focused along transit corridors in priority areas, but it will be flexible to allow for other targeted opportunities.

CPED will coordinate project development and financing packages for projects proposed within this program, and Public Works will manage project delivery for these projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

In order to respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where investment will follow, CPED and Public Works believe this program is a necessary component of the City’s prioritization of infrastructure spending. The program distinction is important. By having a multi-year schedule of infrastructure funding, resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible for project-specific requests.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sorces are planned for this program

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Yes, supports substantial tax base growth.

Describe the economic development impact of the project:

This program provides the ability to respond quickly to the demands of the real estate marketplace and bring public resources to locations where investment will follow. The program is focused along transit corridors in priority areas, but is flexible enough to allow for other targeted opportunities.

Does the project support redevelopment opportunity that without the project would be infeasible?

The multi-year schedule of infrastructure funding provides a program by which resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible in the current system of project-specific requests.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program consists of various street segments some of which may be identified as current or future transitways and/or high volume pedestrian corridors. Public Works is currently developing its ADA Transition Plan which will provide direction on how the City will address its deficient pedestrian curb ramps, This program may be targeted to facilitate some of that work.

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

This program consists of various street segments some of which may be identified in the Bicycle Master Plan. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the proposed project and when funding is available for the added scope of work.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

This program looks at all aspects of the right of way, including upgraded pedestrian facilities and

possible bicycle and transit facilities.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

The available right-of-way varies by location. All modes of travel will be evaluated while designing the best possible facility.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; this program is used to respond to respond quickly to the demands of the real estate marketplace.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The existing Public Works maintenance budget will be used to maintain any new facilities.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Ongoing projects that are being funded from this program and remaining fund allocations include the following: Upper Harbor Terminal public infrastructure and the Bassett Creek Valley project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - Increase accessibility of public infrastructure and public amenities.

Use design principles that ensure a safe and welcoming environment when designing all projects that impact the public realm.

Prioritize safety investments in line with the Complete Streets Policy.
Improve safety for pedestrians, and prioritize pedestrians over other road users, especially at street intersections; focus on signals, crosswalks, lighting, signage, visibility and lowering vehicular speeds through street design and other measures.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - Reduce the energy, carbon, and health impacts of transportation through reduced single-occupancy vehicle trips and phasing out of fossil fuel vehicles.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted May 2016.)

Improve the pedestrian environment in order to encourage walking and the use of mobility aids as a mode of transportation.

Improve and expand bicycle facilities in order to encourage bicycling as a mode of transportation.

Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity.

The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Achieving this goal also requires changes to the transportation system that make it easier to walk, bike or use transit to access daily needs. The City will proactively improve the pedestrian environment and continue to build and maintain a network of bikeways, while working with Metro Transit to increase the frequency, speed and reliability of the public transit system.

Public 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.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and

advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
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• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

While this budget request shows that this program implements many of the goals and policies contained in the comprehensive plan, it should also be noted that in many cases these projects are also referenced in related small area plans or community development framework plans. These projects often require long lead times for planning, collaborative project coordination and financial planning and when complete, these projects often need to proceed into the implementation phases at a much faster pace than would be afforded through the normal capital improvement programming process.

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City of Minneapolis

PV092 - Technology Drive NE and 37th Ave NE

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: No
Current Phase: Planning / Design
Level of Need: Important
Department Priority: 57 of 58

Submitting Agency: Department Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: Katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: 37th Ave NE (St. Anthony to Dead End east of Marshall St NE); Technology Dr (37th Ave NE to Marshall St NE)
City Sector: East
Affected Neighborhoods: Columbia Park
Affected Wards: 1

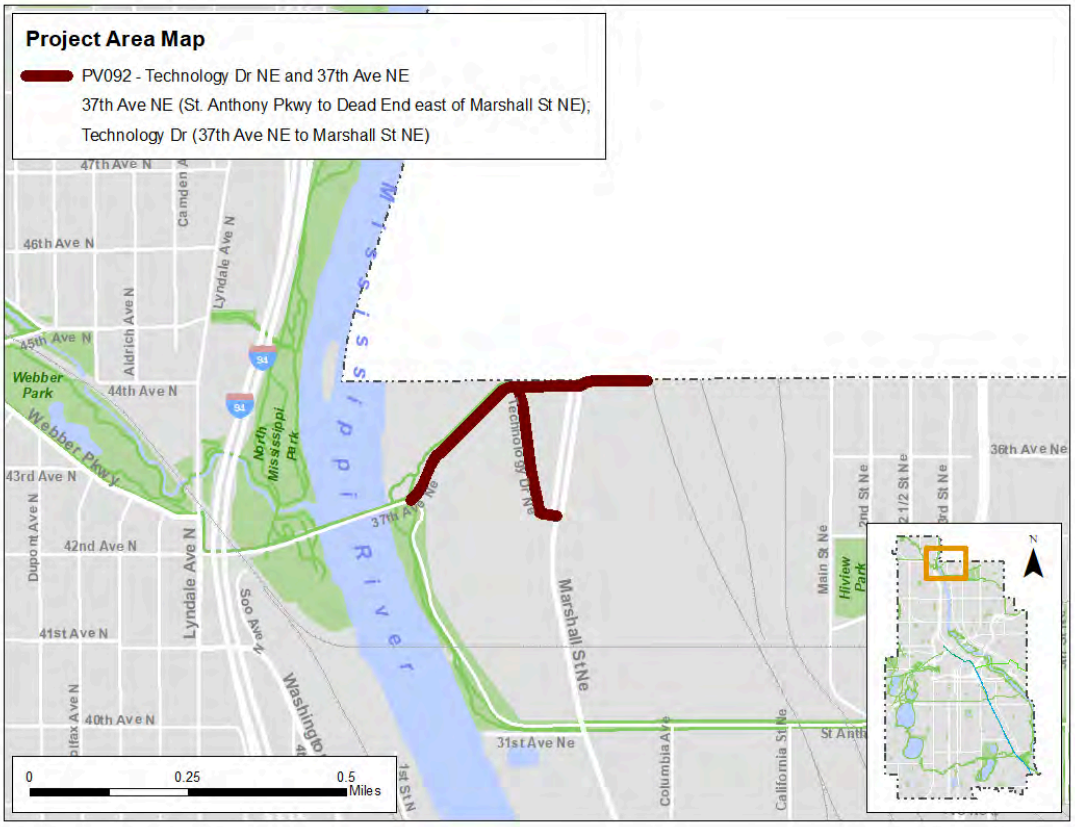
Project Description

The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE. Currently, the corridor and two travel lanes with parking for the short segment of 37th east of Marshall Street NE. There is no sidewalk on the south side of 37th Avenue NE, and intermittent sidewalk on the north side of the street. There is also a bituminous bicycle and pedestrian trail (Mississippi River Regional Trail) located on the north side of the street between St. Anthony Parkway and Marshall Street NE. Existing conditions on Technology Drive include two travel lanes, two parking lanes, and no sidewalks on either side of the street. The area along the project corridor is predominantly commercial-industrial with few street-fronting properties and large surface parking lots. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE was constructed in 1900 and 1977. The pavement condition along the project extent is generally rated in poor and very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 37th Avenue NE and Technology Drive has a pavement surface that is beyond its expected useful life. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), and Technology Drive has an average daily traffic count of 837 vehicles per day (last counted in 2012). There are no pedestrian or bicycle counts within project limits, but counts on the nearby Camden Bridge estimates between 30 and 50 people walking per day, and between 130 and 290 people biking per day.

Project Visuals and Map



Project Cost Breakdown

PV092

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$5,070,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$1,950,000
General Overhead	$0	$0	$0	$0	$0	$0	$780,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,800,000**

Submitting Agency Funding Request

PV092

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$7,200,000
Special Assessments	$0	$0	$0	$0	$0	$0	$600,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$7,800,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street.

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. As measured in 2022 the PCI across the project limits varies from poor to very poor. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing.
The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE. Currently, the corridor and two travel lanes with parking for the short segment of 37th east of Marshall Street NE. There is no sidewalk on the south side of 37th Avenue NE, and intermittent sidewalk on the north side of the street. There is also a bituminous bicycle and pedestrian trail (Mississippi River Regional Trail) located on the north side of the street between St. Anthony Parkway and Marshall Street NE. Existing conditions on Technology Drive include two travel lanes, two parking lanes, and no sidewalks on either side of the street. The area along the project corridor is predominantly commercial-industrial with few street-fronting properties and large surface parking lots. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

37th Avenue NE and Technology Drive does not meet the guidance outlined in the Street Design Guide. The street currently operates as a two-travel lane and two parking lane MSA street with intermittent sidewalks and does not have planned transit operating on the corridor. The street is identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is identified on the Pedestrian Priority Network. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), and Technology Drive has an average daily traffic count of 837 vehicles per day (last counted in 2012). There are no pedestrian or bicycle counts within project limits, but counts on the nearby Camden Bridge estimates between 30 and 50 people walking per day, and between 130 and 290 people biking per day. The street is not along a commercial corridor and [has freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE was constructed in 1900 and 1977. The pavement condition along the project extent is generally rated in poor and very poor condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 37th Avenue NE and Technology Drive has a pavement surface that is beyond its expected useful life. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), and Technology Drive has an average daily traffic count of 837 vehicles per day (last counted in 2012). There are no pedestrian or bicycle counts within project limits, but counts on the nearby Camden Bridge estimates between 30 and 50 people walking per day, and between 130 and 290 people biking per day. The corridor has a score of 3, as it is in need of reconstruction and reconfiguration that meets current design guidance.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No, there are no transit routes on 37th Avenue or Technology Drive. While this is not a high-volume pedestrian corridor, implementation of sidewalks and ADA compliant ramps will improve access and connectivity to the corridors that connect and provide access to nearby transit stops (Metro Transit Route 11).

Is the proposed project on a route that is included in the Bicycle Master Plan? If yes, how is the route designated.

Yes, the Bicycle Master Plan identifies a trail as the recommended facility type along 37th Street Northeast between St. Anthony Parkway and Marshall Street Northeast

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing sidewalks and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way varies from approximately 45 feet to 200 feet on 37th Avenue, and is 66 feet on Technology Drive. Grades and encroachments typically limit utilization of the entire legal right-of-way. The only sidewalks within project limits are located on the north side of 27th Avenue, though are intermittent with substantial gaps throughout the corridor. The area along the project corridor is predominantly commercial-industrial and primarily provides access for trucks and employees.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a 37th Ave NE is a MSA in poor condition is estimated at $10,000 per mile. Given the length of this project at .06 miles , the estimated annual cost to maintain this roadway is $6,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Public Health - The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Columbia Park Neighborhood (2017-2021)

- White: 67.7%
- Of Color: Suppressed
  - Black or African American alone: Suppressed
  - American Indian and Alaskan Native alone: Suppressed
  - Asian or Pacific Islander alone: Suppressed
  - Other alone: Suppressed
  - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

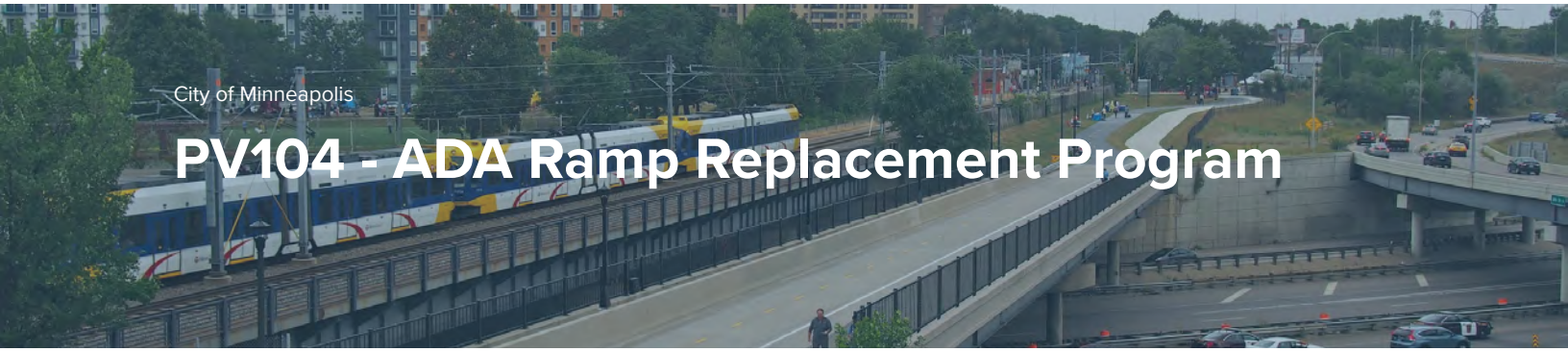
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV104 - ADA Ramp Replacement Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 18 of 58

Submitting Agency: Public Works
Contact Person: Bria Fast
Contact Phone Number:(612) 427-3461
Contact Email: Bria.Fast@minneapolismn.gov
Prior year(s) bond authorization amount: $500,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

Project Description

The City of Minneapolis has more than 17,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement of around 50 deficient or non-compliant pedestrian ramps per year. This program is separate from the work programmed within SWK01, which addresses deficiencies along the nearly 2,000 miles of sidewalks in Minneapolis.

Purpose and Justification

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity." (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

Project Visuals and Map

ADA RAMP REPLACEMENT PROGRAM

Minneapolis
City of Lakes

City crews install a new, ADA compliant pedestrian ramp.





Some pedestrian ramps do not meet current ADA standards for accessibility.





Project information is subject to change.

PV104 ADA Ramp Replacement Program

Project Cost Breakdown

PV104

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000
Design and Project Management	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000	$125,000
General Overhead	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
TOTAL	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Submitting Agency Funding Request

PV104

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000	$500,000
TOTAL	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**	**$500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, sidewalk

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed ADA compliant pedestrian ramp is 25 years with properly timed maintenance and repair. Public Works completed a systemwide inventory of pedestrian curb ramps in Minneapolis right of way in 2012, the systemwide inventory was actively updated between 2013 and 2018. As part of the City's ADA Transition Plan for Public Works, which was adopted by City Council in 2020, Public Works identified several recommendations to better address data needs and increase accuracy and consistency. The City will annually identify project areas and design needs to be addressed during the normal construction season (April-October) until the systematic replacement citywide is accomplished.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This program completes projects on pedestrian ramps that are not ADA compliant. Ramp condition can also be assessed based on compliance with the current ADA ramp standards, which set the conditions which make a ramp no longer compliant

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed ADA compliant pedestrian ramp is 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing.
The City of Minneapolis has more than 17,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement of around 50 deficient or non-compliant pedestrian ramps per year. This program is separate from the work programmed within SWK01, which addresses deficiencies along the nearly 2,000 miles of sidewalks in Minneapolis.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, “...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” (42 USC. Sec. 12132; 28 CFR. Sec. 35.130). Projects completed in PV104 typically occur on elements that are rated as a 3 or 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The program includes project areas that are within or near transitways, transit routes, and high-volume pedestrian corridors. The program will improve accessibility for all.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, this project improves the environment for all pedestrians.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes. Minneapolis has many constrained right of ways which will make designing the pedestrian ramps to standard very challenging. There is potential for site specific innovative design options.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

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Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

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The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

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1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
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1. Improve year-round transportation options for people who do not drive.
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3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
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Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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Community Engagement

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Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and

advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
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• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV108 - Concrete Streets Rehabilitation Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 25 of 58

Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number: (612) 673-3884
Contact Email: Oscar.weber@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide

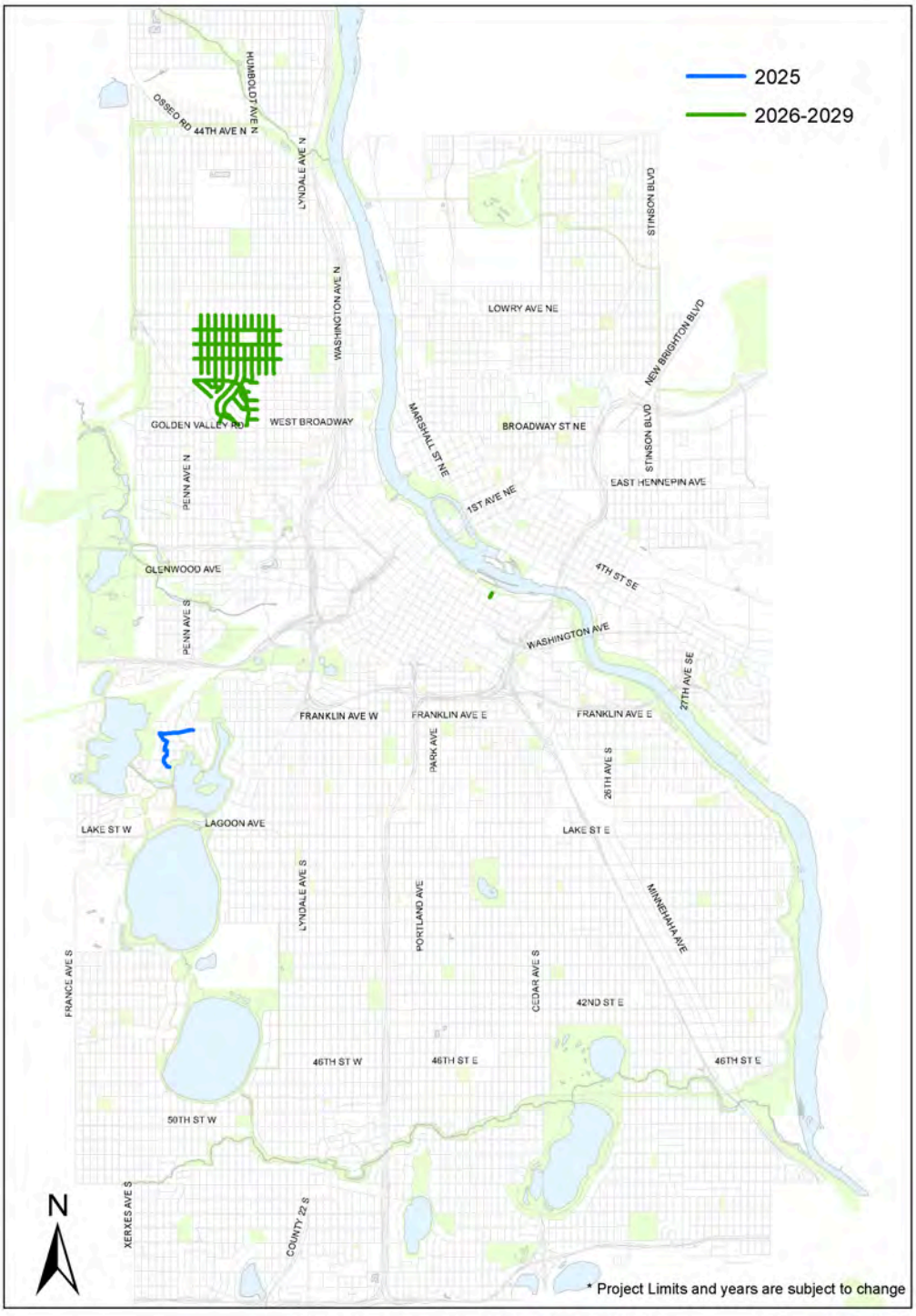
Project Description

Minneapolis Public Works operates and maintains approximately 155 miles of concrete streets, of which approximately 82% were built as part of the residential paving program between 1961 and 1976. In order to maintain and improve the pavement condition of concrete streets, the City identifies rehabilitation activities for concrete streets, which may include: select full panel and/or select curb and gutter replacement, partial and full depth joint repairs, joint sealing, and diamond grinding of the pavement surface. This construction includes upgrading all non-compliant pedestrian ramps to meet current ADA design standards and replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

Purpose and Justification

The objective of this program is to perform rehabilitation activities along the concrete streets to further extend the life of the street in advance of a costlier reconstruction. This construction can extend the life of the existing street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter.

Project Visuals and Map



PV108 Program 2024-2029

Date: 3/17/2023

Project Cost Breakdown

PV108

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$845,000	$390,000	$0	$1,300,000	$1,300,000
Design and Project Management	$0	$0	$325,000	$150,000	$0	$500,000	$500,000
General Overhead	$0	$0	$130,000	$60,000	$0	$200,000	$200,000
TOTAL	**$0**	**$0**	**$1,300,000**	**$600,000**	**$0**	**$2,000,000**	**$2,000,000**

Submitting Agency Funding Request

PV108

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$1,000,000	$500,000	$0	$1,800,000	$1,800,000
Special Assessments	$0	$0	$300,000	$100,000	$0	$200,000	$200,000
TOTAL	**$0**	**$0**	**$1,300,000**	**$600,000**	**$0**	**$2,000,000**	**$2,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments included in this program are in fair or poor condition. Fair concrete pavement is characterized by moderate edge cracking, infrequent cracked panels, patches in good condition, and the ride quality is average. Poor concrete pavement is characterized by frequent cracked panels, prevalent edge cracking and discontinuities, spalling, concrete popouts, and ride quality is poor.

What is the expected useful life of the project/improvement?
Asphalt Resurfacing / Concrete Rehabilitation extends the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?
Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?
Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.
Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in

the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing.
Minneapolis Public Works operates and maintains approximately 155 miles of concrete streets, of which approximately 82% were built as part of the residential paving program between 1961 and 1976. In order to maintain and improve the pavement condition of concrete streets, the City identifies rehabilitation activities for concrete streets, which may include: select full panel and/or select curb and gutter replacement, partial and full depth joint repairs, joint sealing, and diamond grinding of the pavement surface. This construction includes replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").
The objective of this program is to perform rehabilitation activities along the concrete streets to further extend the life of the street in advance of a costlier reconstruction. This construction can extend the life of the existing street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter. The vast majority of concrete streets in the City of Minneapolis would be rated as a 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program varies from year to year, the majority of concrete streets within Minneapolis are in residential areas and are not on existing or planned transitways. Projects completed in this program will identify any pedestrian ramps that are found to not be ADA compliant and they will be replaced with ramps meeting current ADA design standards.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for pedestrians by upgrading all non-compliant pedestrian ramps to meet current ADA design standards. This program consists of various street segments and residential areas some of which may be identified in the All Ages and Abilities Network. Public Works, with input from the Bicycle Advisory Committee, tries to implement bicycle facilities along these segments when the design can be accomplished in conjunction with the resurfacing project (i.e. no moving the curb lines) and funding is available for the added scope of work.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there

potential for innovative design options? Provide details.

The available right-of-way varies, however this program does not generally move curb lines; when bicycle facilities are considered in conjunction with a concrete street rehabilitation project it is generally accomplished through pavement striping.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street and $2,500 per mile per year for a residential/local street.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The concrete rehabilitation program is utilizing rolling construction in that the physical work can be scaled to meet available appropriations. If appropriations are decreased, there is a risk that the work will become less attractive for prospective contractors.

N/A

Minneapolis City Goals

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety - Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

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Describe the engagement and what have you learned?

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Additional Information

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City of Minneapolis

PV113 - 29th St W Phase 2

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/29
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 56 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number:(612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Southwest
Affected Neighborhoods: Lowry Hill East
Affected Wards: 10
Description of Location: 29th St W (Emerson Ave to Fremont Ave and Dupont Ave to Colfax Ave)

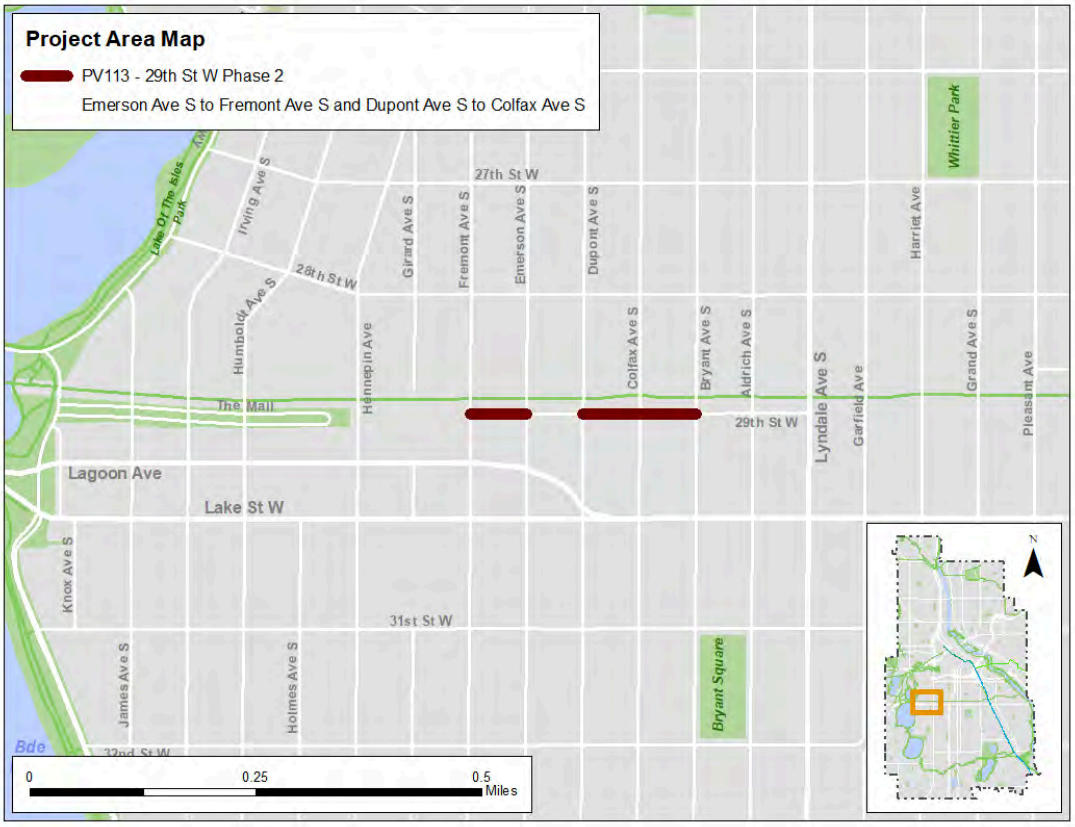
Project Description

This project involves the reconstruction of 29th Street W between Emerson Avenue S and Bryant Avenue S. The proposed project includes the segment of 29th Street W between Emerson Avenue S and Fremont Avenue S and between Dupont Avenue S and Colfax Ave S . The segment from Emerson Avenue S to Dupont Avenue S has been vacated and is now privately owned. This project includes the reconstruction of a low-volume, low-speed street abutting the Midtown Greenway. The reconstruction involves the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include street lighting, new signage and new pavement markings as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 29th Street W between Emerson Ave and Fremont Ave and from Dupont Ave to Colfax Ave was constructed in 1940. The pavement condition along the project extent is generally rated in very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 29th Street W has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps and an enhanced pedestrian realm. The corridor abuts the Midtown Greenway and is a low-volume corridor that serves an estimated 700 people driving per day. It is adjacent to several new high-density housing developments.

Project Visuals and Map



Project Cost Breakdown

PV113

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$806,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$310,000
General Overhead	$0	$0	$0	$0	$0	$0	$124,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,240,000**

Submitting Agency Funding Request

PV113

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$1,170,000
Special Assessments	$0	$0	$0	$0	$0	$0	$70,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,240,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including

streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing.
29th Street West does not meet the guidance outlined in the Street Design Guide. The street currently operates as an urban neighborhood street and is not planned to have transit operating on the corridor. The street is not identified as a Long or Near Term Low Street bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. The street has an annual average daily traffic volume of 724 and it is not known how many daily bikes/micro-mobility and pedestrians use the street. The street is not along a commercial corridor and likely does not have freight travel or frequent deliveries. The corridor has sidewalk and parking on one side of the street and some locations with boulevards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 29th Street W between Emerson Ave and Fremont Ave and from Dupont Ave to Colfax Ave was constructed in 1940. The pavement condition along the project extent is generally rated in poor condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 29th Street W has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps and an enhanced pedestrian realm. The corridor abuts the Midtown Greenway and is a low-volume corridor that serves an estimated 724 people driving per day. It is adjacent to several new high-density housing developments. The corridor has a score of 1.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project will need to be coordinated with adjacent property owners and Metro Transit regarding the connection to the Uptown Transit Station.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

Possibly. However, even without the project, there are likely redevelopment opportunities that would still be feasible. Redevelopment immediately adjacent to the site is anticipated. Completing this project will make it easier for residents of redeveloped properties better access business establishments along Lake Street and Lyndale Avenues.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The project is located adjacent to the Midtown Greenway Transit Corridor and is one block from the Lake Street Corridor. Lake Street is served by Metro Transit Route 21. Lake Street is an identified as aan Existing High Frequency Transit corridor in the Transportation Action Plan and will be served by the B Line Arterial Bus Rapid Transit. The Midtown Greenway is identified as a Future Transit Priority Corridor in the Transportation Action Plan.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

This project will include accommodations for pedestrians, improving pedestrian connections to existing sidewalks that connect to the Uptown Transit Center, Midtown Greenway, and Lake Street.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way is only 40 feet. Grades, fencing, and encroachments limit the utilization of the entire legal right-of-way. There is a potential for innovative

design to support multiple modes of transportation

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a residential/local street in poor condition is estimated at $2,500 per mile per year for a residential/local type of roadway. Given the length of this project at 0.15 miles, the estimated annual cost to maintain this roadway is $375 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Minneapolis City Goals

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety - Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Public Health - The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lowry Hill East Neighborhood
• White: 64.8%
• Of Color: 33.0%
• Black or African American alone: 15.7%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 7.2%
• Other alone: Suppressed
• Two or more races alone: 4.2%
• Hispanic or Latino (of any race): 5.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people

• 27% people of color households do not have access to a car; this number is 11% for white households

• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV123 - Logan Park Industrial

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2027
Ongoing Program: no
Current Phase: Planning
Level of Need: Important
Department Priority: 40 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: East
Affected Neighborhoods: Logan Park, Northeast Park
Affected Wards: 1
Description of Location: Various Streets between E Broadway to 17th Ave NE, and Filmore St NE to Tyler St NE

Project Description

The proposed project will reconstruct approximately 1.0 mile of specific street segments, they are:

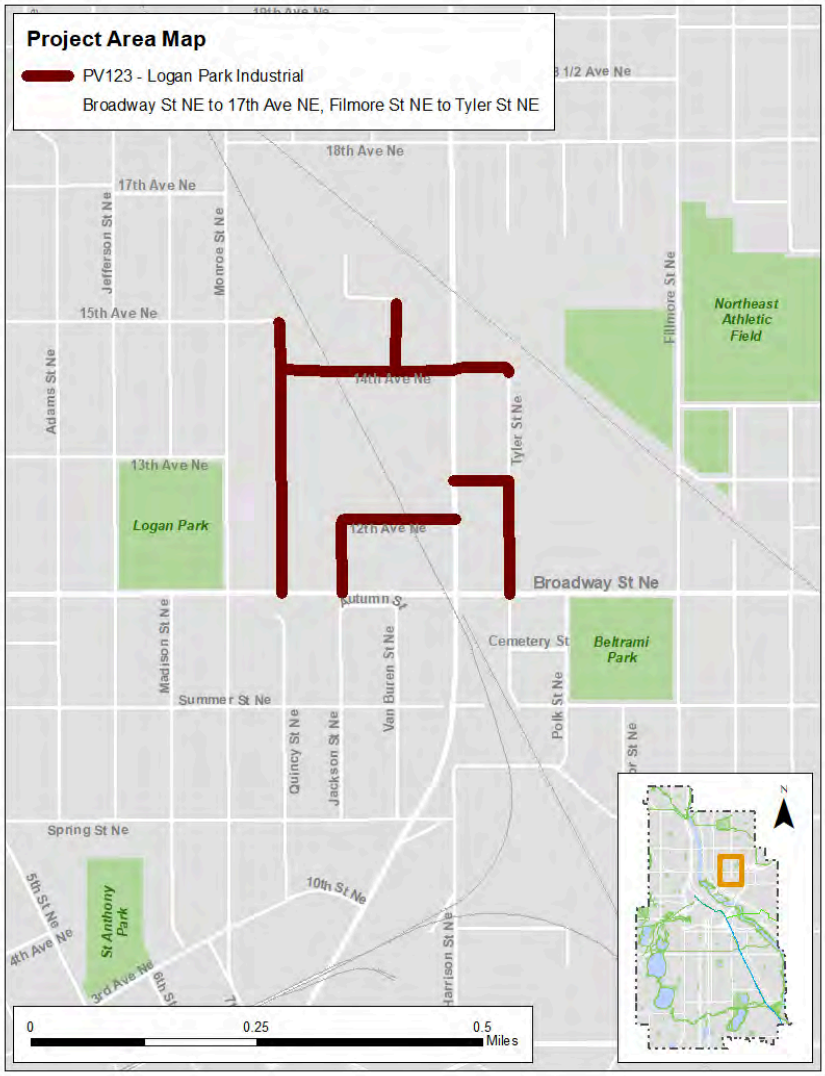
• 12th Avenue NE – From Jackson Street to Central Avenue
• 13th Avenue NE – From Central Avenue to Tyler Street
• 14th Avenue NE – From Quincy Street to Tyler Street
• Jackson Street NE – From Broadway Street to 12th Avenue
• Quincy Street NE – From Broadway Street to 15th Avenue
• Tyler Street NE – From Broadway Street to 13th Avenue
• Van Buren Street NE – 14th Avenue to 15th Avenue

These streets consist of heavily patched asphalt, brick pavers and unpaved streets. The typical existing section with the project area includes two travel lanes and a mix of parallel and perpendicular parking lanes on both sides of the streets. Sidewalks are currently present in limited sections of the project area, as there are significant sidewalk gaps on both sides of the street along a majority of the project area. The area along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will drastically change the surrounding land uses and density. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The street segments were constructed in times prior to 1957. The pavement condition along the project extent is generally rated as very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. Most of these streets cannot be rated due to the absence of an asphalt or concrete surface but they have extremely poor ride quality due to the age and poor overall condition of the roadways. Many of the streets do not have sidewalks or ADA-compliant curb ramps and this project will provide an opportunity to upgrade pedestrian infrastructure to make the street accessible for all users. The project's design will draw on the City's Street Design Guide for streets designated as Historic Streets to inform which streets with historic pavers will be preserved. Adjacent to the project area, Broadway St NE and Central Ave NE serve an estimated 120-330 people walking, 90-330 people biking, and between 15,700 – 19,700 people driving per day.

Project Visuals and Map



Project Cost Breakdown

PV123

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$6,175,000	$0	$0
Design and Project Management	$0	$0	$0	$0	$2,375,000	$0	$0
General Overhead	$0	$0	$0	$0	$950,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$9,500,000**	**$0**	**$0**

Submitting Agency Funding Request

PV123

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Transfers	$0	$0	$0	$0	$7,796,348	$0	$0
Special Assessments	$0	$0	$0	$0	$1,100,000	$0	$0
Bond Activity	$0	$0	$0	$0	$603,652	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$9,500,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including

streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing.

These streets consist of heavily patched asphalt, brick pavers and unpaved streets. The typical existing section with the project area includes two travel lanes and a mix of parallel and perpendicular parking lanes on both sides of the streets. Sidewalks are currently present in limited sections of the project area, as there are significant sidewalk gaps on both sides of the street along a majority of the project area. The area along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will drastically change the surrounding land uses and density. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The street segments were constructed in times prior to 1957. The pavement condition along the project extent is generally rated as very poor condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2022. Most of these streets cannot be rated due to the absence of an asphalt or concrete surface but they have extremely poor ride quality due to the age and poor overall condition of the roadways. Many of the streets do not have sidewalks or ADA-compliant curb ramps and this project will provide an opportunity to upgrade pedestrian infrastructure to make the street accessible for all users. The project’s design will draw on the City’s Street Design Guide for streets designated as Historic Streets to inform which streets with historic pavers will be preserved. Adjacent to the project area, Broadway St NE and Central Ave NE serve an estimated 120-330 people walking, 90-330 people biking, and between 15,700 – 19,700 people driving per day. These streets can be categorized as 2-3 as they beyond their useful life span.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. There are several sidewalk gaps in the project area and some of these gaps may be filled with construction of new sidewalks.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way is constrained within this project area with competing needs for vehicle travel lanes, on-street parking, and sidewalks. Design options have not yet been explored for this project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?
Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

Year that Operating Incr/(Decr) will take effect?

2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget, Public Works will reallocate those dollars to aging infrastructure elsewhere in the system.

In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of roadway. Given the length of this project at 1.13 miles, the estimated annual cost to maintain these roadways is $11,300 per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

N/A

Minneapolis City Goals

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety - Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality, and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design. The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks, and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Public Health - The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Logan Park
• White: 61.2%
• Of Color: 37.5%
• Black or African American alone:
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 5.4%
• Hispanic or Latino (of any race): Suppressed

Northeast Park
• White: 63.0%
• Of Color: Suppressed
• Black or African American alone: Suppressed
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras, and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages, and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV131 - Residential Neighborhood Reconstruction Projects

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 33 of 58

Submitting Agency: Public Works
Contact Person: Oscar Weber
Contact Phone Number:(612) 673-3884
Contact Email: oscar.weber@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $1,200,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

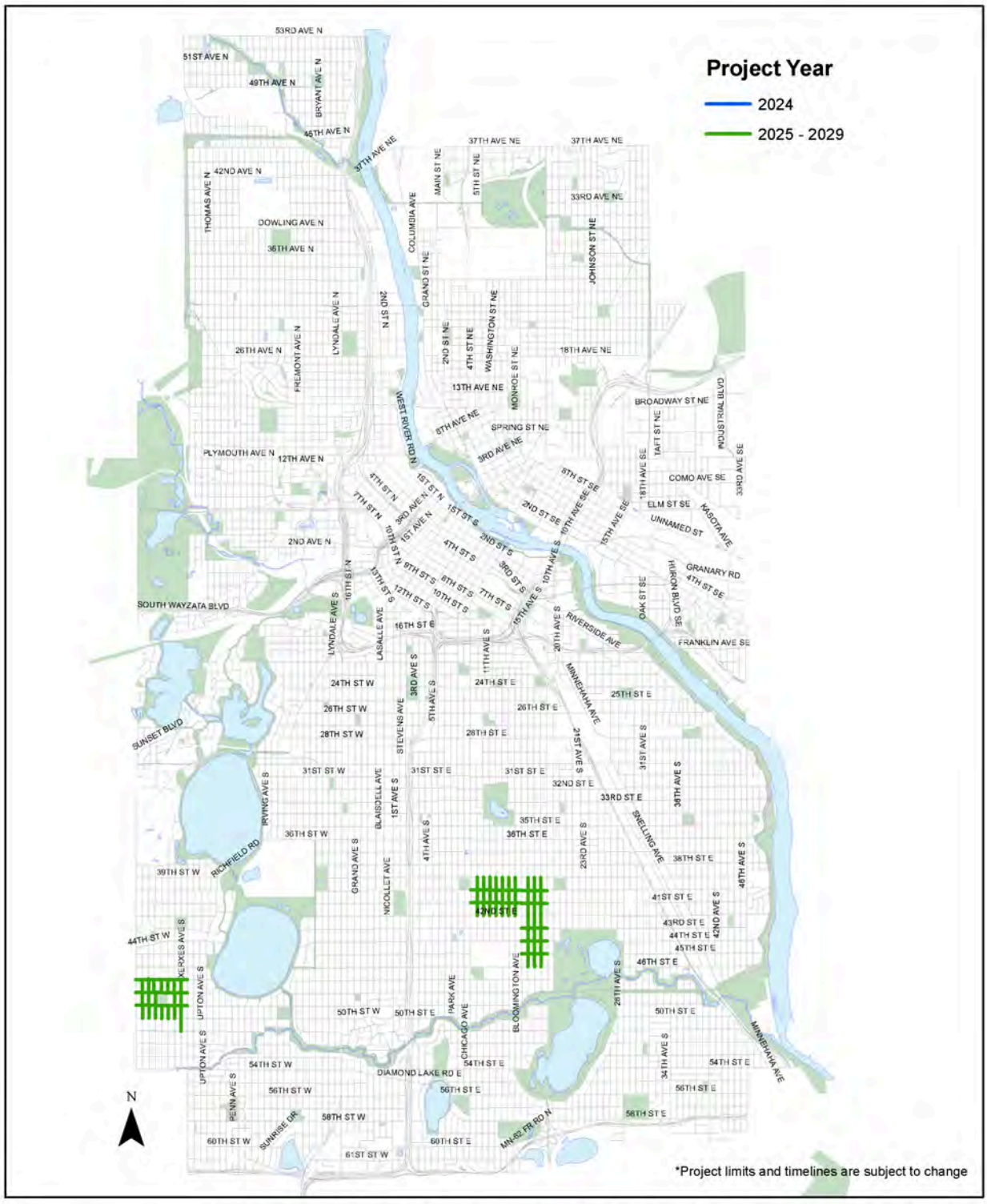
Project Description

The Residential Neighborhood Reconstruction Program will reconstruct residential street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA compliant pedestrian ramps, pavement, curb and gutter, green infrastructure, and utility improvements. Projects may also include new signage, pavement markings, sidewalk segments and bicycle facilities as needed.

Purpose and Justification

The objective of the Residential Neighborhood Reconstruction Program is to improve the right-of-way for all users and modes of travel. The program will reconstruct residential and local streets that were typically constructed 50 or more years ago that are in such poor condition that they are no longer cost effective candidates for resurfacing or rehabilitation. The City of Minneapolis has 697 miles of local and residential streets under its jurisdiction. The program provides an opportunity to incorporate ADA compliant curb ramps, implement or improve bicycle facilities, and improve boulevards with trees.

Project Visuals and Map



PV131 Residential Reconstruction Projects 2024-2029

Date: 3/10/2023

Project Cost Breakdown

PV131

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,547,000	$0	$1,906,450	$5,243,550	$0	$0	$2,925,000
Design and Project Management	$595,000	$0	$733,250	$2,016,750	$0	$0	$1,125,000
General Overhead	$238,000	$0	$293,300	$806,700	$0	$0	$450,000
TOTAL	**$2,380,000**	**$0**	**$2,933,000**	**$8,067,000**	**$0**	**$0**	**$4,500,000**

Submitting Agency Funding Request

PV131

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Transfers	$1,080,000	$0	$664,133	$8,067,000	$0	$0	$0
Bond Activity	$1,200,000	$0	$835,867	$0	$0	$0	$4,500,000
Special Assessments	$100,000	$0	$1,433,000	$0	$0	$0	$0
TOTAL	**$2,380,000**	**$0**	**$2,933,000**	**$8,067,000**	**$0**	**$0**	**$4,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, streets being considered for Residential Reconstruction are in fair or poor condition. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average, while poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Reconstruction projects are aimed at improving streets that are at or beyond their useful life. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Describe these elements and how it is currently performing.
The Residential Neighborhood Reconstruction Program will reconstruct residential street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA compliant pedestrian ramps, pavement, curb and gutter, green infrastructure, and utility improvements. Projects may also include new signage, pavement markings, sidewalk segments and bicycle facilities as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of the Residential Neighborhood Reconstruction Program is to improve the right-of-way for all users and modes of travel. The program will reconstruct residential and local streets that were typically constructed 50 or more years ago that are in such poor condition that they are no longer cost-effective candidates for resurfacing or rehabilitation. The City of Minneapolis has nearly 700 miles of local and residential streets under its jurisdiction. The program provides an opportunity to incorporate ADA compliant curb ramps, implement or improve bicycle facilities, and improve boulevards with trees. The vast majority of residential roads within the City of Minneapolis would be given a 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None

Economic Development

Will the project contribute to growth in the City's tax base?

Describe the economic development impact of the project:

Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No. None of the streets in this program are on transitways, transit routes, or high-volume pedestrian corridors. Because these local streets provide access to transit and pedestrian corridors, enhancing the existing sidewalks and providing ADA compliant curb ramps are an integral part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicycles by providing bicycle accommodations, improved sidewalks and providing ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way is generally constrained. Grades and encroachments typically limit use of the entire legal right-of-way. People using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?
N/A

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a residential street in poor condition is estimated at $2,500 per mile per year.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an ongoing pavement reconstruction program; funding allocations per year can be flexible and could result in more or less miles of pavement reconstruction as a result.

Refer to answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

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Public Health
The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life.” Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in

accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

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1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

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East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for this program's engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV132 - 1st Ave S (Lake St to Franklin Ave)

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2025
Ongoing Program: N
Current Phase: Design
Level of Need: Important
Department Priority: 38 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 283-2097
Contact Email: Katie.White@Minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Downtown, South
Affected Neighborhoods: Whittier
Affected Wards: 10
Description of Location: 1st Ave S (Franklin Ave E to Lake St)

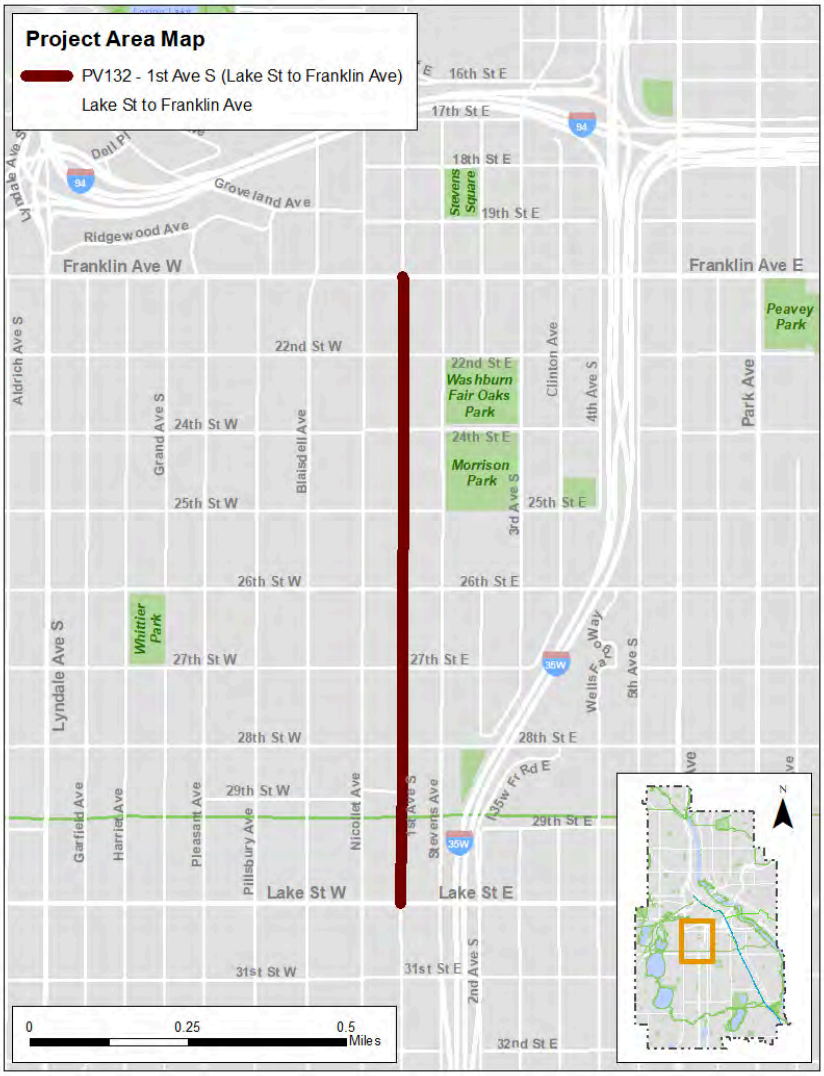
Project Description

The proposed project will reconstruct approximately 0.98 miles of 1st Ave S between Franklin Ave E and Lake St E. Currently, the corridor includes sidewalk and boulevard on both sides of the street, a two-way protected bike lane for most of the corridor, one traffic lane (two traffic lanes from Lake to 28th), and one parking lane. The segment from Lake St to 31st St E will be restriped with a two-way protected bikeway. The area along the project corridor is residential and abutting properties are predominantly multi-family residential and some institutional land uses along the southern end. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, a two-way protected bikeway on the west side of the street, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. This project includes the reconstruction of the 1st Ave S Bridge over the Midtown Greenway.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Franklin Ave and Lake St was constructed in 1969. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 370 - 580 people walking, 150 to 260 people biking, and 5,200 to 7,200 people driving per day. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV132

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$7,458,756	$6,516,250	$0	$0	$0	$0
Design and Project Management	$0	$2,868,752	$2,506,250	$0	$0	$0	$0
General Overhead	$0	$1,147,501	$1,002,500	$0	$0	$0	$0
TOTAL	**$0**	**$11,475,010**	**$10,025,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PV132

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Transfers	$0	$1,424,693	$5,688,458	$0	$0	$0	$0
Taxes	$0	$3,890,793	$2,932,106	$0	$0	$0	$0
Intergovernmental Revenues	$0	$4,661,241	$1,404,436	$0	$0	$0	$0
Special Assessments	$0	$1,498,283	$0	$0	$0	$0	$0
TOTAL	**$0**	**$11,475,010**	**$10,025,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street is currently in "fair" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017 and defined in the 20 Year Streets Funding Plan. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Franklin Ave and Lake St was constructed in 1969. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 370 - 580 people walking, 150 to 260 people biking, and 5,200 to 7,200 people driving per day. Based on asset the average asset condition along the corridor, it has a score of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project will collaborate with the city's project team looking to redevelopment the Lake at Nicollet parcel, formerly known as the K-Mart site.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? Y

Describe the economic development impact of the project:

Supports moderate tax base growth.

Does the project support redevelopment opportunity that without the project would be infeasible?

The redevelopment of the Kmart site and reopening of Nicollet Ave, when they occur, will require significant investment in order to achieve envisioned outcomes. Reconstruction of 1st Ave S will support the success of this future investment through improvement of surrounding conditions. The reconstruction of 1st Ave S north of Lake Street E will strengthen future redevelopment related to the reopening of Nicollet Ave. An improved streetscape including ADA pedestrian ramps, new signage, and other features will also improve development likelihood along the Midtown Greenway especially in consideration of an existing connection to the trail at Nicollet Ave.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

A portion of this corridor is served by Metro Transit Routes 18 and 135, with intersecting service provided on Franklin Avenue East, and Lake Street East. The 1st Avenue South/Marquette Avenue South corridor between 12th Street South and Franklin Avenue East is identified on the pedestrian priority network in the Transportation Action Plan and is a pedestrian street lighting corridor. The project will improve the transit experience by creating improved and accessible access to all transit stops and will enhance the pedestrian realm by enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists by providing bicycle accommodations, improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there

potential for innovative design options? Provide details.

Yes, the actual right-of-way is typically 60 feet from Franklin Ave to Lake Street. Grades and encroachments typically limit utilization of the entire legal right-of-way. Also, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a MSA street in poor condition is estimated at $10,000 per mile. Given the length of this project at 0.98 miles, the estimated annual cost to maintain this roadway is $9,800

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Refer to answers above

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier
• White: 53.7%
• Of Color: 42.3%
• Black or African American alone: 18.9%
• American Indian and Alaskan Native alone: 0.9%
• Asian or Pacific Islander alone: 3.2%
• Other alone: Suppressed
• Two or more races alone: 6.9%
• Hispanic or Latino (of any race): 16.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.

3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

Feedback included comments regarding the importance of pedestrian safety, improving the Whittier-Lyndale bikeway installed in 2020-2021, reducing the speed of cars, and adding green space.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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City of Minneapolis

PV140 - 13th Ave NE

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 54 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katherine.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: East
Affected Neighborhoods: Sheridan, Logan Park
Affected Wards: 1, 3
Description of Location: 13th Avenue NE (Water St NE to Marshall St NE)

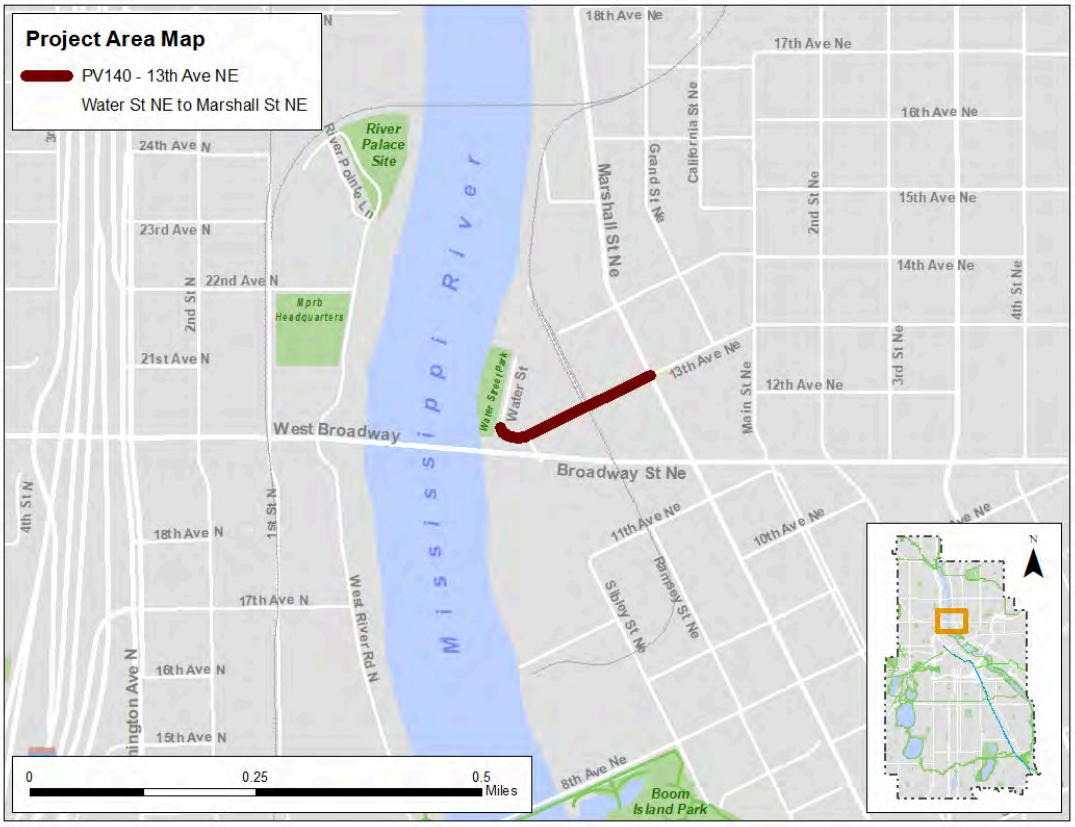
Project Description

The proposed project will reconstruct approximately 0.18 miles of 13th Avenue NE between Water Street NE and Marshall Street NE in the Sheridan neighborhood. The corridor is primarily served by commercial uses. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes (one in each direction), and two parking lanes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The street was constructed in 1968. The pavement condition along the project extent is generally rated in poor to very poor based on 20 year street funding plan rating condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 13th Avenue NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. The corridor serves approximately 400 people walking, 250 people biking, and between 1,900 and 2,700 people driving per day

Project Visuals and Map



Project Cost Breakdown

PV140

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$2,535,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$975,000
General Overhead	$0	$0	$0	$0	$0	$0	$390,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,900,000**

Submitting Agency Funding Request

PV140

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$3,829,100
Special Assessments	$0	$0	$0	$0	$0	$0	$70,900
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$3,900,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street is currently rated in "poor" to "very poor" condition by the City's pavement management system with a Pavement Condition Index (PCI), as measured in 2022. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The street was constructed in between 1965 and 1973. The pavement condition along the project extent is generally rated in poor to very poor based on 20 year street funding plan rating condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 13th Avenue NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. The corridor serves approximately 400 people walking, 250 people biking, and between 1,900 and 2,700 people driving per day. **The service level for the segment in this project is a 3.**

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through bicycle accommodations, improved sidewalks, crosswalks, and ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit utilization of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.18 miles, the estimated annual cost to maintain this roadway is $5,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals. o

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The city will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sheridan Neighborhood

- White: 71.6%
- Of Color: 23.3%
- Black or African American alone: 14.3%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: Suppressed
- Other alone: Suppressed
- Two or more races alone: 4.3%
- Hispanic or Latino (of any race): Suppressed

Logan Park Neighborhood

- White: 60.3%
- Of Color: 37.2%
- Black or African American alone: 13.4%
- American Indian and Alaskan Native: Suppressed
- Asian or Pacific Islander: Suppressed
- Other alone: Suppressed
- Two or more races alone: 5.1%
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

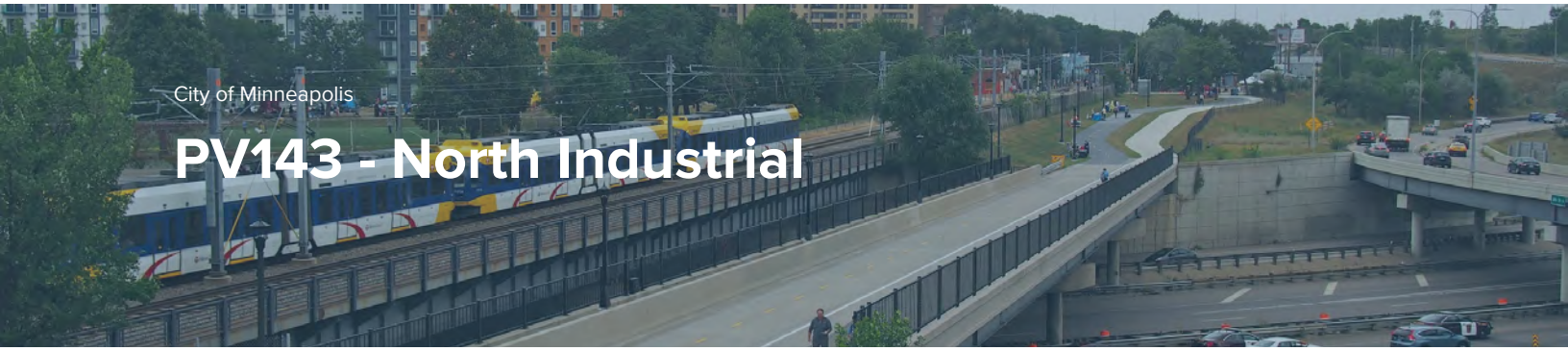
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved: Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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City of Minneapolis

PV143 - North Industrial

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 55 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: North & Downtown
Affected Neighborhoods: Near-North, North Loop, Hawthorne
Affected Wards: 5
Description of Location: Various locations between 10th Ave N to 23rd Ave N and I-94 to the Mississippi River

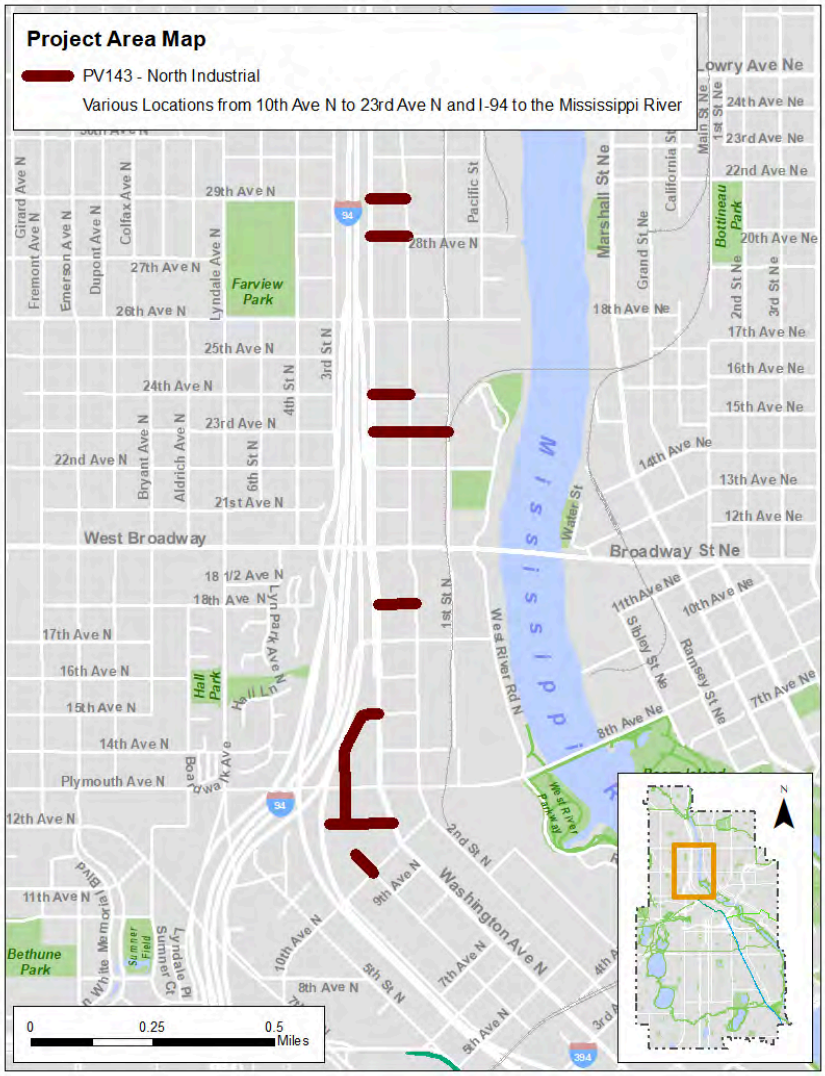
Project Description

The proposed project will reconstruct approximately 0.85 miles of 10 street segments at various locations from 10th Ave N to 23rd Ave N and I-94 to the Mississippi River. Currently, each segment includes two vehicle lanes, one in each direction, and most segments allow for on-street parking. The project area is composed of street segments that entirely abut industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1972 and as long ago as 1905, with several segments having never been formally paved. Most of the segments are in “very poor” or “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. Nearly all segments have a pavement surface that is beyond its expected useful life, and poor to non-existent curb and gutter. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, address sidewalk obstructions, and build street segments with curb and gutter. The City has no pedestrian, bicycle, or vehicle counts for these street segments, however a moderate amount of all modal traffic types can be assumed.

Project Visuals and Map



Project Cost Breakdown

PV143

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$3,867,500
Design and Project Management	$0	$0	$0	$0	$0	$0	$1,487,500
General Overhead	$0	$0	$0	$0	$0	$0	$595,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,950,000**

Submitting Agency Funding Request

PV143

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$4,090,000
Special Assessments	$0	$0	$0	$0	$0	$0	$1,860,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,950,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Most of the segments are in "very poor" or "poor" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding have been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1972 and as long ago as 1905, with several segments having never been formally paved. Most of the segments are in “very poor” or “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. Nearly all segments have a pavement surface that is beyond its expected useful life, and poor to non-existent curb and gutter. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, address sidewalk obstructions, and build street segments with curb and gutter. The City has no pedestrian, bicycle, or vehicle counts for these street segments; however, a moderate amount of all modal traffic types can be assumed. This corridor has a score of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding have been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through improved sidewalks, crosswalks, and ADA compliant ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the typical right-of-way widths for these street segments are 60 to 66 feet wide, with one street segment having only 33 feet of right-of-way. Grades and encroachments typically limit use of the entire legal right-of-way. Where sidewalks exist, they abut the curb or are less than 5 feet from the curb. Because the project area is an industrial area, pedestrian modes may be competing with auto and freight modes. Accommodating space for pedestrians and freight should be a priority.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.85 miles, the estimate annual cost to maintain this roadway is $8,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

Refer to answers above

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Neighborhood:
- White: 16.8%
- Of Color: 82.3%
- Black or African American alone: 61.9%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: 8.5%
- Other alone: Suppressed
- Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.1%

North Loop Neighborhood:
- White: 68.1%
- Of Color: 26.1%
- Black or African American alone: 9.9%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: 8.1%
- Other alone: Suppressed
- Two or more races alone: 2.4%
- Hispanic or Latino (of any race): 10.7%

Hawthorne Neighborhood:
- White: 18.2%
- Of Color: 79.0%
- Black or African American alone: 46.6%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: 16.6%
- Other alone: Suppressed
- Two or more races alone: 6.7%
- Hispanic or Latino (of any race): 8.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.

2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered

Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

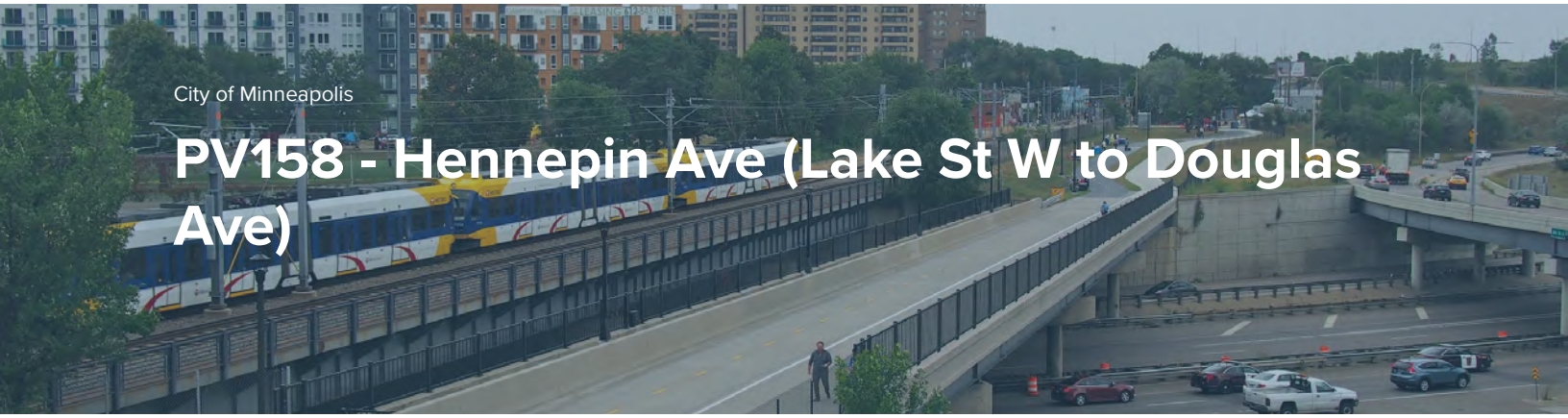
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV158 - Hennepin Ave (Lake St W to Douglas Ave)

Project Details:

Project Start Date: 04/15/2024
Estimated Project Completion Date: 11/15/2025
Ongoing Program: N
Current Phase: Design
Level of Need: Important
Department Priority: 37 of 58

Submitting Agency: Public Works
Contact Person: Amy Barnstorff
Contact Phone Number: (612) 673-2129
Contact Email: Amy.Barnstorff@Minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Southwest
Affected Neighborhoods: Lowry Hill, East Isles, Lowry Hill East
Affected Wards: 7, 10
Description of Location: Hennepin Ave (W Lake St to Douglas Ave)

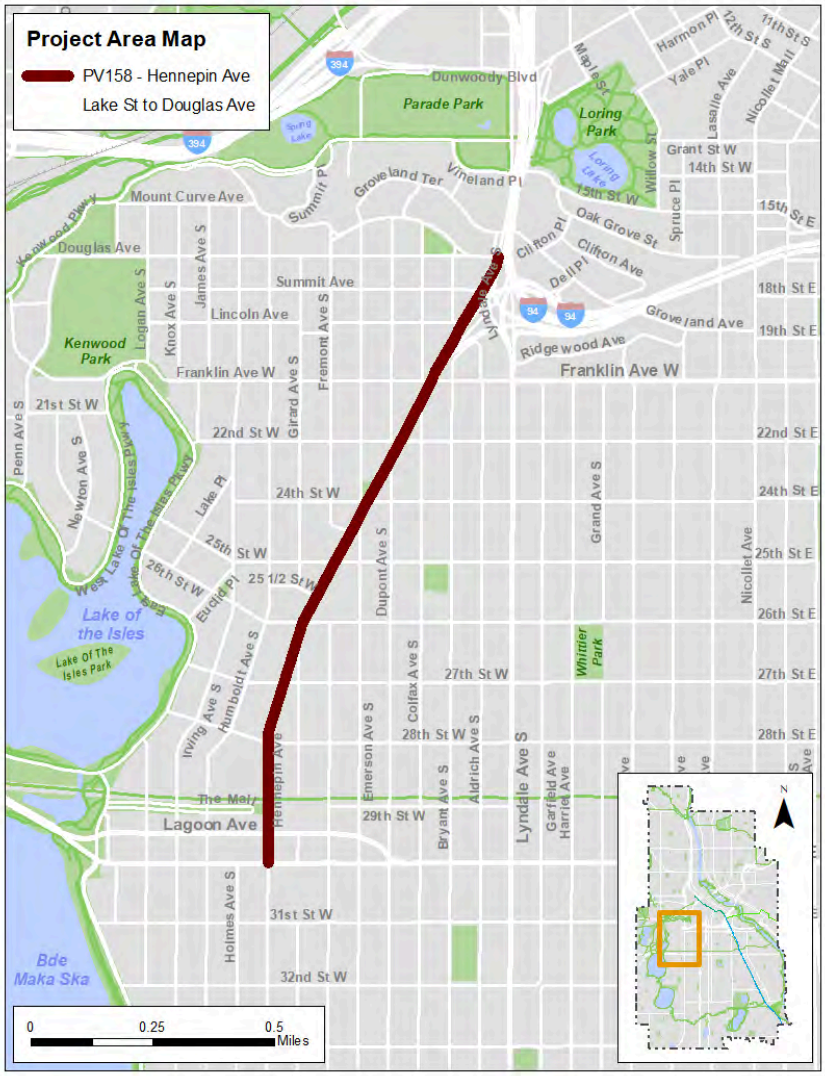
Project Description

The proposed project will reconstruct approximately 1.36 miles of Hennepin Avenue South between West Lake Street and Douglas Ave. Currently the corridor conditions vary depending on location. South of Franklin Ave, the corridor includes sidewalk on both sides of the street, four traffic lanes, and two parking lanes. In August of 2019, a sealcoat was applied to the full roadway south of Franklin Ave to West Lake Street to allow for the implementation of painted curbside dynamic a.m./p.m. peak bus-only lanes. North of Franklin, the roadway configuration varies within the Hennepin-Lyndale area and sidewalk is typically present on the west side of the street. The abutting area along the project corridor is mixed-use with predominantly commercial and varying densities of residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Hennepin Avenue between West Lake Street and Douglas Avenue was constructed in 1957. The pavement condition along the project extent is generally rated in “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Hennepin Avenue has a pavement surface that is beyond its expected useful life. The recent sealcoat project which occurred in 2019 improves the roadway surface in the short-term until reconstruction. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, green infrastructure, address sidewalk obstructions, and implement a bicycle facility. Modal accommodations were determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 770 to 3,400 people walking, 6,600 transit riders, 220 to 280 people biking, and between 15,000 and 31,500 people driving per day.

Project Visuals and Map



Project Cost Breakdown

PV158

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$15,846,350	$11,843,650	$0	$0	$0	$0
Design and Project Management	$0	$6,094,750	$4,555,250	$0	$0	$0	$0
General Overhead	$0	$2,437,900	$1,822,100	$0	$0	$0	$0
TOTAL	**$0**	**$24,379,000**	**$18,221,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PV158

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$17,275,760	$8,774,240	$0	$0	$0	$0
Transfers	$0	$5,164,904	$9,446,760	$0	$0	$0	$0
Special Assessments	$0	$1,938,336	$0	$0	$0	$0	$0
TOTAL	**$0**	**$24,379,000**	**$18,221,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $7,550,000 of federal funding has been awarded to this project for construction in 2024. Non-City funding sources contingent on city funding for this project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Hennepin Avenue between West Lake Street and Douglas Avenue was constructed in 1957. The pavement condition along the project extent is generally rated in “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Hennepin Avenue has a pavement surface that is beyond its expected useful life. The recent sealcoat project which occurred in 2019 improves the roadway surface in the short-term until reconstruction. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, green infrastructure, address sidewalk obstructions, and implement a bicycle facility. Modal accommodations were determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 770 to 3,400 people walking, 6,600 transit riders, 220 to 280 people biking, and between 15,000 and 31,500 people driving per day. **The service level for the project segment is a 3.**

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

A total of $7,550,000 of federal funding has been awarded to this project for construction in 2024.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $7,550,000 of federal funding has been awarded to this project for construction in 2024.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 6, 12, 17, 23, and 114. Hennepin Ave is identified as a Transit Priority Project corridor in the Transportation Action Plan and it will accommodate the METRO E Line BRT route in the future. Planning discussions and coordination with Metro Transit staff to accommodate BRT as part of the reconstruction project is ongoing. The Hennepin Ave corridor is also on Pedestrian Priority Network (PPN) as well. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for pedestrians by providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps. This project will also include improve facilities for people biking along Hennepin Ave which was determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for

space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of Hennepin Ave from Douglas Ave to W Lake Street varies between 96 feet (from Douglas Ave to Colfax Ave S) and 88 feet (Colfax Ave S to W Lake St). Grades and encroachments typically limit utilization of the entire legal right-of-way. The conditions along Hennepin Ave are inconsistent and vary depending on location as there are intermittent grass boulevards, landscaped boulevards and paved boulevards along the corridor with detached sidewalks as well as attached sidewalks located at the back of curb. There are tree plantings although placement is inconsistent depending on the location and existing conditions. The area along the project corridor is a mix of commercial and residential uses.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.36 miles, the estimated annual cost to maintain this roadway is $13,600.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a two year construction project due to the length and complexity. Spreading the construction over two or more years decreases the cost effectiveness of the project, but completing the project in one year is unrealistic based on the projected overall scope.

Refer to answers above

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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Collaborative and community-inclusive strategies to ensure safety for all members of our community:

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2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

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The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

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The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lowry Hill Neighborhood
- White: 87.8%
- Of Color: Suppressed
- Black or African American alone: Suppressed
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: Suppressed
- Other alone: Suppressed
- Two or more races alone: 5.6%
- Hispanic or Latino (of any race): 4.1%

Lowry Hill East Neighborhood
- White: 64.8%
- Of Color: 33.0%
- Black or African American alone: 15.7%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: 7.2%
- Other alone: Suppressed
- Two or more races alone: 4.2%
- Hispanic or Latino (of any race): 5.9%

East Isles Neighborhood
- White: 87.8%
- Of Color: Suppressed
- Black or African American alone: Suppressed
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: Suppressed
- Other alone: Suppressed
- Two or more races alone: 5.6%
- Hispanic or Latino (of any race): 4.1%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.

2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

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The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved: Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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City of Minneapolis

PV160 - 1st Ave S (Franklin Ave to Grant St)

Project Details:

Project Start Date: 4-15-2027
Estimated Project Completion Date: 11-15-2027
Ongoing Program: N
Current Phase: Design
Level of Need: Important
Department Priority: 41 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: Katie.white@Minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Downtown, South
Affected Neighborhoods: Loring Park, Steven's Square
Affected Wards: 6, 7
Description of Location: 1st Ave S (Franklin Ave to Grant St)

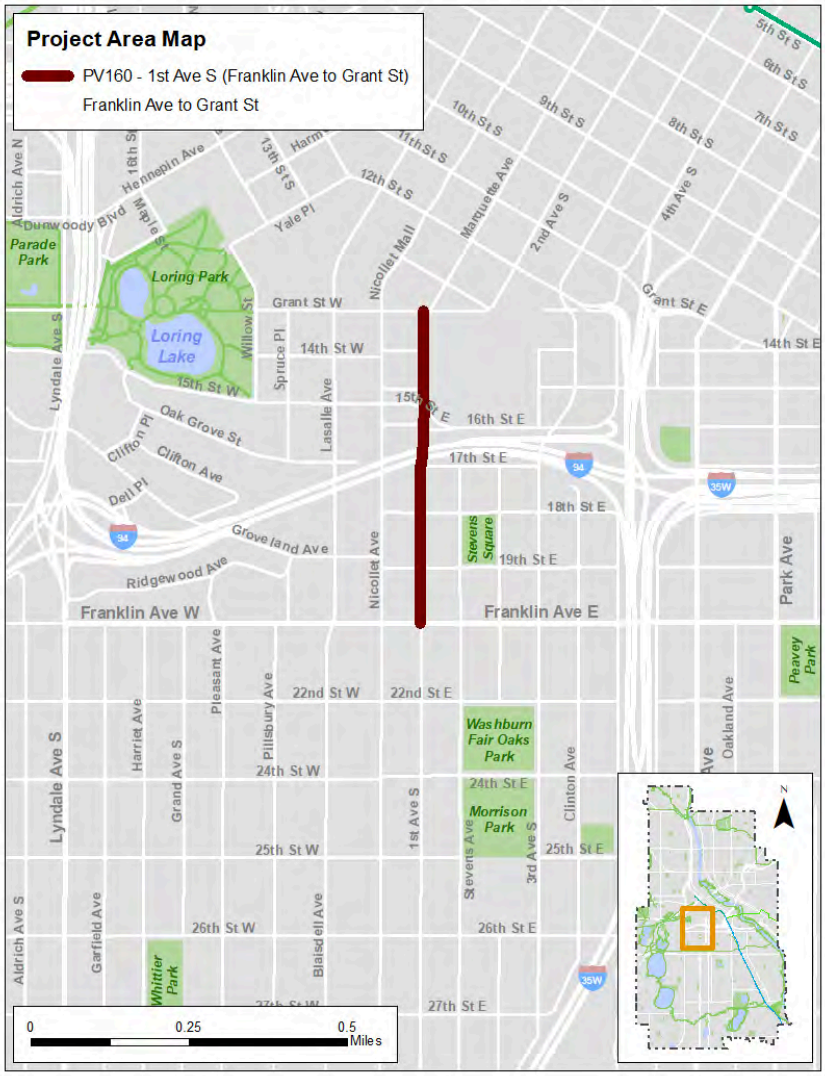
Project Description

The proposed project will reconstruct approximately 0.49 of 1st Ave S between Grant St to Franklin Ave. Currently, the corridor includes sidewalk on both sides of the street, a two-way protected bikeway, one to two travel lanes, and two parking lanes on the majority of the corridor. The street operates one-way northbound in this segment. The area along the project corridor is primarily residential and abutting properties are predominantly multi-family residential with some commercial and institutional land uses. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Grant St to Franklin Ave was constructed in 1968. The pavement condition along the project extent is generally rated in “very poor” to “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured at various points between 2017 and 2021. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 580 people walking, 260 people biking, and 2,750 people driving per day.

Project Visuals and Map



Project Cost Breakdown

PV160

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$5,265,000	$1,690,000	$0
Design and Project Management	$0	$0	$0	$0	$2,025,000	$650,000	$0
General Overhead	$0	$0	$0	$0	$810,000	$260,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$8,100,000**	**$2,600,000**	**$0**

Submitting Agency Funding Request

PV160

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$0	$5,558,377	$0	$0
Bond Activity	$0	$0	$0	$0	$569,904	$2,600,000	$0
Transfers	$0	$0	$0	$0	$1,657,000	$0	$0
Special Assessments	$0	$0	$0	$0	$314,719	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$8,100,000**	**$2,600,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated in fair and poor condition. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including

streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
The proposed project will reconstruct approximately 0.49 miles of 1st Ave S between Grant St to Franklin Ave. Currently, the corridor includes sidewalk on both sides of the street, a northbound bike lane, two travel lanes, and two parking lanes on the majority of the corridor. The street operates one-way northbound in this segment. The area along the project corridor is primarily residential and abutting properties are predominantly multi-family residential with some commercial and institutional land uses. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Grant St to Franklin Ave was constructed in 1968. The pavement condition along the project extent is generally rated in “very poor” to “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured at various points between 2017 and 2021. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 580 people walking, 260 people biking, and 2,750 people driving per day. This project has a score of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? Y

Describe the economic development impact of the project:

Supports moderate tax base growth.

Does the project support redevelopment opportunity that without the project would be infeasible?

This corridor features a small selection of sites that medium-term may be likely candidates for redevelopment, and the reconstruction of this corridor and discussed project improvements would support that potential.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through improved existing bicycle accommodations, improved sidewalks, crosswalks, and by providing ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of 1st Avenue South between Grant Street and Franklin Ave is 60 feet wide. Grades and encroachments typically limit utilization of the entire legal right-of-way.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an MSA street in poor condition is estimated at estimated at $10,000 per mile per year. Given the length of this project at 0.49 miles, the estimated annual cost to maintain this roadway is $4,900.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

Refer to answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Loring Park
• White: 72.0%
• Of Color: 24.5%
• Black or African American alone: 10.9%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 4.9%
• Other alone: Suppressed
• Two or more races alone: 4.6%
• Hispanic or Latino (of any race): 5.3%

Stevens Square – Loring Heights
• White: 56.1%
• Of Color: 40.8%
• Black or African American alone: 16.9%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 5.5%
• Hispanic or Latino (of any race): 17.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
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Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

Feedback included comments regarding the importance of pedestrian safety, improving the Whittier-Lyndale bikeway installed in 2020-2021, reducing the speed of cars, and adding green space. Concerns were expressed about the lack of parking in this segment.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved: Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

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City of Minneapolis

PV161 - 3rd St S

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 48 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Downtown
Affected Neighborhoods: Downtown East, Downtown West
Affected Wards: 3
Description of Location: 3rd St S (Norm McGrew Pl to Hennepin Ave)

Project Description

The proposed project will reconstruct approximately 0.75 of 3rd Street between Norm McGrew Place to Hennepin Ave. Currently, the corridor has 3 westbound travel lanes, one bicycle lane, and two parking lanes. The area along the project corridor is Destination Mixed Use (including commercial retail at the street level of all development) as well as Public, Office and Institutional (including offices, public and semi-public uses, and multi-story residential). This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 3rd Street South was constructed in at various times between 1963 and 1972. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of 3rd Street South has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to ensure ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facilities. This corridor serves an estimated 1,140 people walking, 200 people biking, and 4,505 – 11,198 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

Submitting Agency Funding Request

PV161

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$22,330,000
Special Assessments	$0	$0	$0	$0	$0	$0	$1,270,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$23,600,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 3rd Street South was constructed in at various times between 1963 and 1972. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of 3rd Street South has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to ensure ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facilities. This corridor serves an estimated 1,140 people walking, 200 people biking, and 4,505 – 11,198 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. The corridor has a score of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? Y

Describe the economic development impact of the project:

Supports moderate tax base growth.

Does the project support redevelopment opportunity that without the project would be infeasible?

The 3rd Street corridor in downtown Minneapolis from Norm McGrew Place to Hennepin Ave is experiencing extensive economic involvement. Downtown East has become a focus for development, residential and otherwise. The western extents of 3rd Street includes many sites likely to become development opportunities soon. In addition, property fronting 3rd Street is shifting towards a much more diverse set of activities and uses. This reconstruction will help support the continuation of this trend. There are multiple sites along the corridor slated for potential major development. Most notable among these is the block north of 3rd Street between Fifth Avenue South and Portland Avenue.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by a Metro Transit express route. 3rd Street South is identified as a street on the Pedestrian Priority Network (PPN) as well as a Future Transit Priority Corridor in the Transportation Action Plan. The project will improve the transit experience by enhancing the pedestrian realm via implementation of sidewalks and ADA compliant ramps that will improve access and connectivity to the corridors that connect and provide access to nearby transit stops.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists. Providing an improved bikeway, improved sidewalks, crosswalks, and ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way varies between 80 feet to 100 feet on 3rd Ave South. Grades and

encroachments typically limit utilization of the entire legal right-of-way. Sidewalks are consistent along both the north and south sides of the corridor and the project presents opportunities to widen the sidewalk, improve the bikeway, and implement other pedestrian and transit improvements.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a MSA street in poor condition is estimated at $10,000 miles per year. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is $7,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

Refer to answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Downtown East Neighborhood
• White: 64.4%
• Of Color: 33.9%
• Black or African American alone: 18.7%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 6.2%
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

Downtown West Neighborhood
• White: 65.5%
• Of Color: 32.7%
• Black or African American alone: 14.3%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 11.2%
• Other alone: Suppressed
• Two or more races alone: 3.6%
• Hispanic or Latino (of any race): 3.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.

2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved: Capital improvement projects such as this one complete a corridor and enhance the commercial character of the area, aiding in the preservation of existing property values and enhancing the City's tax base.

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City of Minneapolis

PV163 - 31st St E

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 49 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Southwest, South
Affected Neighborhoods: Lyndale, Central, Powderhorn Park
Affected Wards: 8, 9
Description of Location: 31st St E (Blaisdell Ave to Bloomington Ave)

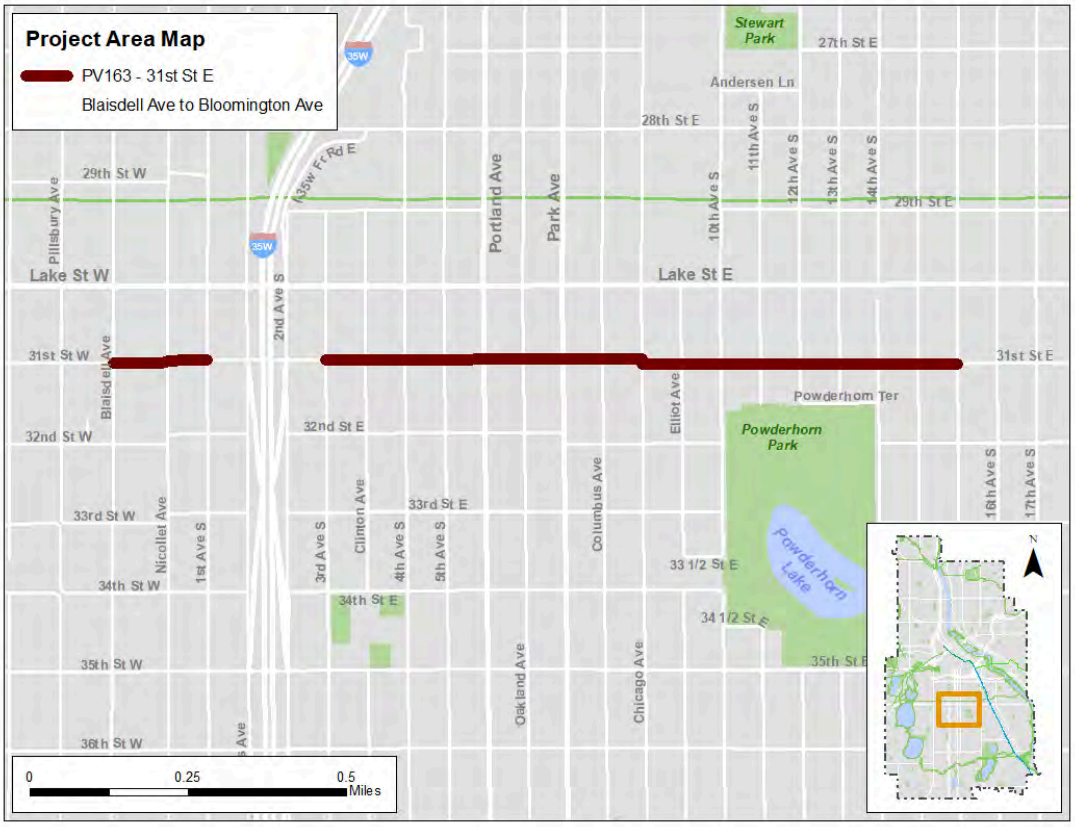
Project Description

The proposed project will reconstruct approximately 1.3 miles of 31st Street East (MSA Route 366) between Blaisdell Avenue and Bloomington Avenue South. The existing corridor conditions vary depending on location. From Blaisdell Avenue to Stevens Avenue South, the roadway includes three travel lanes and striped shoulders. The roadway transitions to four travel lanes with two intermittent parking lanes during off-peak hours between Stevens Avenue South and Park Avenue, and again transitions to two travel lanes and two parking lanes between Park Avenue and Bloomington Avenue. Throughout the corridor there are back-of-curb sidewalks on both sides of the street. The area along the project corridor is primarily residential with abutting single-family homes, except for the western segment of the corridor between Blaisdell Avenue and I-35W where adjacent land-use is commercial and institutional. The project is a full reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1962 and 1977 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will quickly degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, add bump outs, and implement bicycle facilities. This corridor serves an estimated 240 people walking, 190 people biking, and between 7,100 and 11,300 people driving per day. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV163

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$17,225,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$6,625,000
General Overhead	$0	$0	$0	$0	$0	$0	$2,650,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$26,500,000**

Submitting Agency Funding Request

PV163

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Transfers	$0	$0	$0	$0	$0	$0	$23,260,002
Bond Activity	$0	$0	$0	$0	$0	$0	$2,139,998
Special Assessments	$0	$0	$0	$0	$0	$0	$1,100,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$26,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure (Street)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will quickly degrade the pavement condition until the roadway is reconstructed. For this reason, the pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, and average ride quality. While poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1962 and 1977 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will quickly degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, add bump outs, and implement bicycle facilities. This corridor serves an estimated 240 people walking, 190 people biking, and between 7,100 and 11,300 people driving per day. The corridor has a score of 2, as it is in need of reconstruction and reconfiguration to meet current City goals, plans, and design guidance.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

A portion of this corridor is served by Metro Transit Route 18 and 135, with intersecting service provided on 4th Avenue, Chicago Avenue, and Bloomington Avenue. 31st Street is on the Pedestrian Priority Network. Enhancing the existing sidewalks, crosswalks, adding bump outs, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing improved sidewalks, greening, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. 31st Street is on the All Ages and Abilities bikeway network, so staff will work to include a protected bikeway informed by community engagement and detailed design considerations. 31st Street is a High Injury Street identified in the City's Vision Zero Action Plan; traffic safety improvements would be included in the project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of 31st Street varies from 70 feet (Blaisdell Ave to Stevens Ave) to 60 feet (Stevens Ave to Bloomington Ave). Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is located at the back of curb and there is no established boulevard for a majority of the corridor. There is currently no bikeway in this stretch of 31st Street, but an All Ages and Abilities bikeway is planned in the Transportation Action Plan.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an MSA street in poor condition is estimated at $10,000 per mile per year. Given the length of this project at 1.3 miles, the estimated annual cost to maintain this roadway is $13,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

Refer to answers above

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lyndale Neighborhood
• White: 51.4%
• Of Color: 37.4%
• Black or African American alone: 18.6%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 2.3%
• Other alone: Suppressed
• Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 21.4%

Central Neighborhood
• White: 36.9%
• Of Color: 54.4%
• Black or African American alone: 26.3%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 5.1%
• Hispanic or Latino (of any race): 29.4%

Powderhorn Park Neighborhood
• White: 56.4%
• Of Color: 38.0%
• Black or African American alone: 9.4%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 3.9%
• Hispanic or Latino (of any race): 25.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.

3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved: This project provides an opportunity to add greening in an area that has high or very high heat island impacts according to the Metropolitan Council.

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City of Minneapolis

PV166 - 2nd St NE

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 50 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: East
Affected Neighborhoods: Sheridan, Bottineau
Affected Wards: 3
Description of Location: 2nd St NE (Broadway St to Lowry Ave)

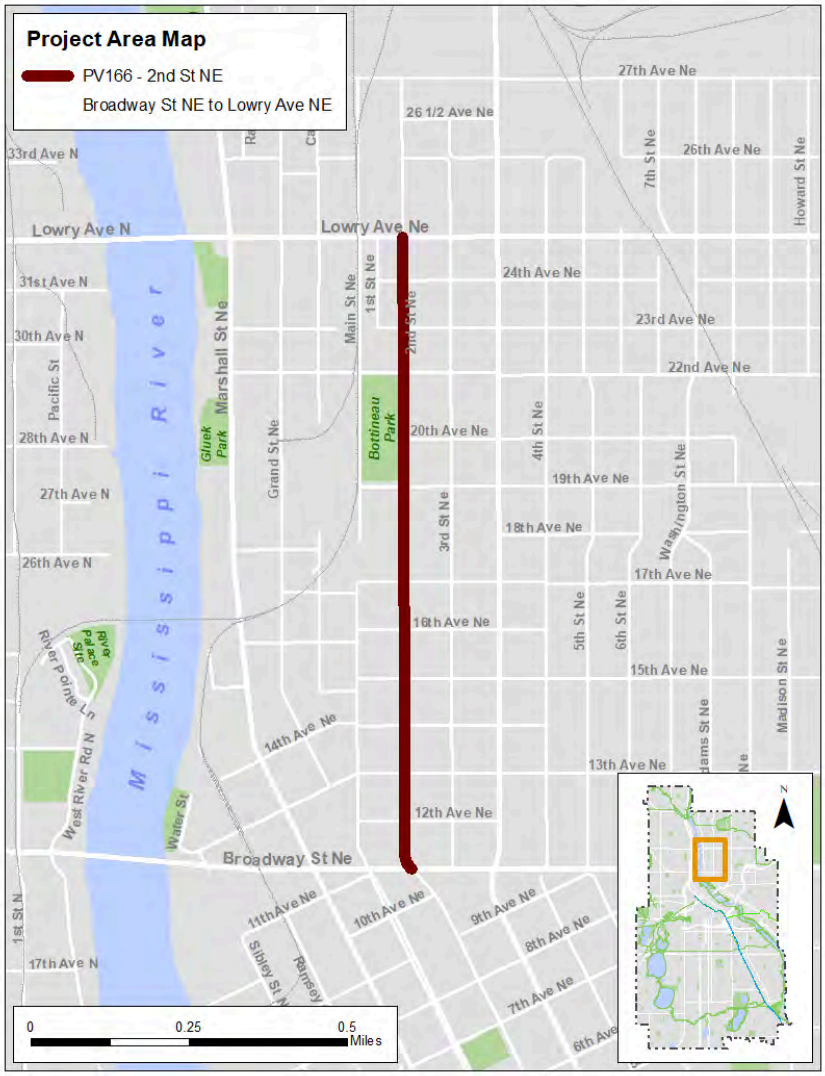
Project Description

The proposed project will reconstruct approximately 1 mile of 2nd Street Northeast (MSA Route 226) between Broadway Street Northeast and Lowry Avenue North. The existing corridor includes two travel lanes, two parking lanes, and sidewalks on both sides of the street. Currently, the area along the project corridor is primarily residential with a mix of neighborhood businesses but also serves two schools, and a park. This project is a reconstruction project involving the entire right-of way and will include new sidewalks, ADA pedestrian ramps, potential bikeway, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1956 and is currently rated in “poor” condition by the City’s pavement management system with a Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 2nd St NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions. This corridor serves an estimated 800 people walking and between 2,300 and 3,100 people driving per day.

Project Visuals and Map



Project Cost Breakdown

PV166

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$11,050,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$4,250,000
General Overhead	$0	$0	$0	$0	$0	$0	$1,700,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$17,000,000**

Submitting Agency Funding Request

PV166

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$16,000,000
Special Assessments	$0	$0	$0	$0	$0	$0	$1,000,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$17,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street was built in 1956 and the pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1956 and is currently rated in “poor” condition by the City’s pavement management system with a Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 2nd St NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions. This corridor serves an estimated 800 people walking and between 2,300 and 3,100 people driving per day. This project has a score of 2.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Maintains existing tax base

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Routes 11 and 32, with intersecting service on Broadway Street and Lowry Avenue. The 2nd St NE corridor is identified as a Pedestrian Priority Network corridor. Enhancing the existing sidewalks, crosswalks, adding bump outs, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. 2nd St NE is on the All Ages and Abilities bikeway network, so staff will work to include a protected bikeway informed by community engagement and detailed design considerations.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way of 2nd St NE from Broadway St to Lowry Ave is 66 feet wide. Grades and encroachments typically limit utilization of the entire legal right-

of-way. Pedestrians, bikes, greening, vehicles, and buses will all be competing for space on this corridor.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

While this project creates no net change in the annual operating budget it does allow Public Works to spend maintenance funds more effectively. Maintaining a deteriorated street is more costly than maintaining a street in good condition; therefore, reconstructing this street segment allows Public Works to reallocate maintenance funds to aging infrastructure elsewhere in the system. The cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA types of street. Given the length of this project at 1.0 miles, the estimated annual cost to maintain this roadway is $10,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventive maintenance treatments will be needed to keep the read surface in good shape, which will be paid through the existing maintenance budget.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

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Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. This project is anticipated to be a one-year construction project.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above

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Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

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Racial Equity Impact Analysis

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• Of Color: 23.3%
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• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 4.3%
• Hispanic or Latino (of any race): Suppressed

Bottineau Neighborhood
• White: 64.1%
• Of Color: 34.4%
• Black or African American alone: 25.4%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

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3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.

2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
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What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
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Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people

• 27% people of color households do not have access to a car; this number is 11% for white households

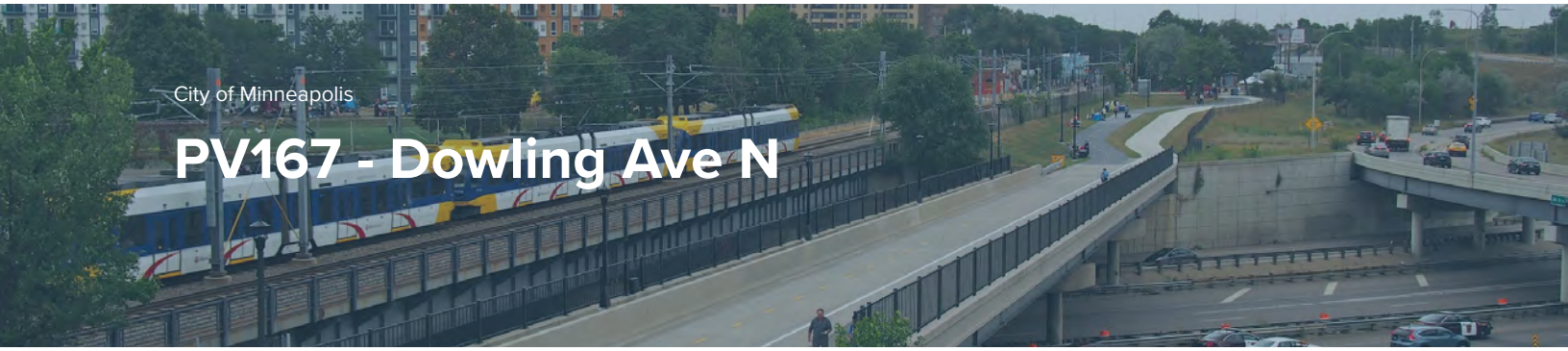
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Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV167 - Dowling Ave N

Project Details:

Project Start Date: 4/15/2028
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 44 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3764
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: North
Affected Neighborhoods: Victory, Cleaveland, Folwell, Webber-Camden, McKinley
Affected Wards: 4
Description of Location: Dowling Ave N (Thomas Ave to Lyndale Ave)

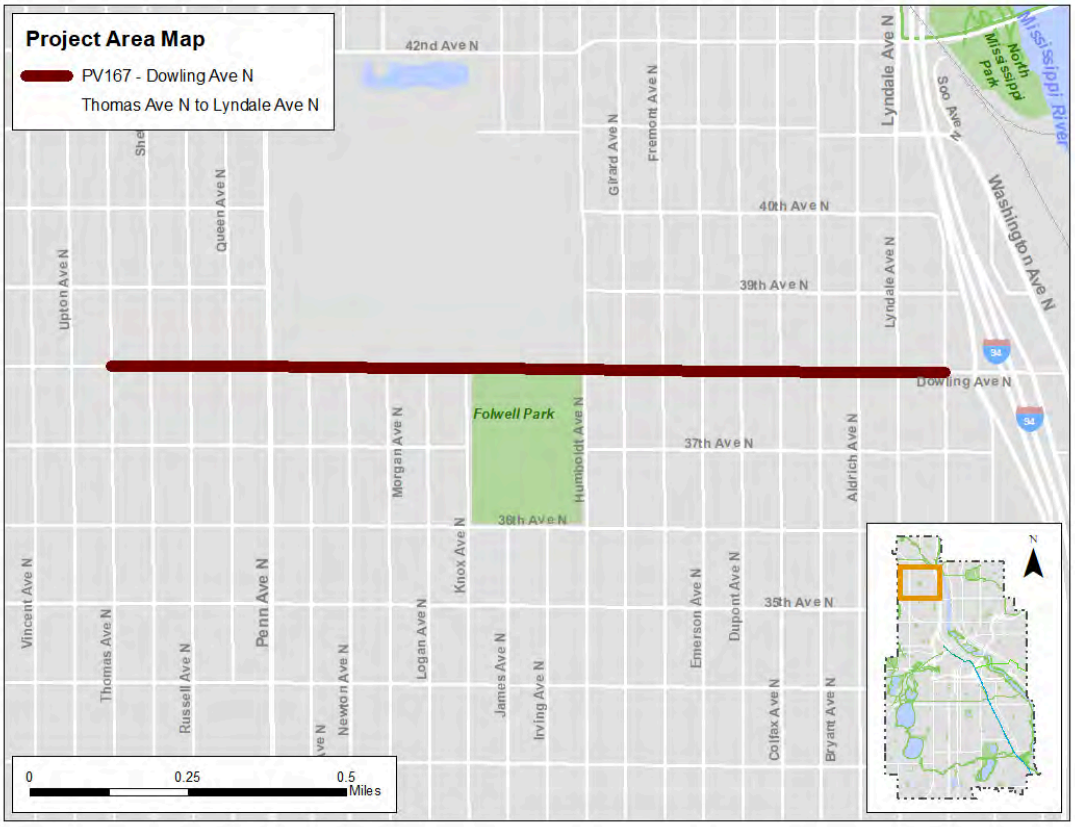
Project Description

The proposed project will reconstruct approximately 1.25 miles of Dowling Ave N (MSA Route 169) between Thomas Ave N and Lyndale Ave N. Currently, the corridor includes two travel lanes, intermittent parking lanes, bike lanes, and sidewalks on both sides of the street. The area along the project corridor is residential and abutting properties are predominantly single-family homes. Religious institutions and small businesses are intermittently dispersed. The Sojourner Truth Academy has a campus located at the intersection of Dowling Ave N and N Emerson Ave. A funeral home and adjoining cemetery are a predominant use on the north side of Dowling Ave N between Penn Ave N and N Humboldt Ave. On the southern side of Dowling Ave N is Folwell Park, located between N Knox Ave and N Humboldt Ave. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40 people biking, and 7,414 – 10,288 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV167

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$12,350,000	$0
Design and Project Management	$0	$0	$0	$0	$0	$4,750,000	$0
General Overhead	$0	$0	$0	$0	$0	$1,900,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,000,000**	**$0**

Submitting Agency Funding Request

PV167

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$0	$0	$8,236,245	$0
Transfers	$0	$0	$0	$0	$0	$7,973,503	$0
Special Assessments	$0	$0	$0	$0	$0	$1,665,398	$0
Bond Activity	$0	$0	$0	$0	$0	$1,124,854	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,000,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" or "good." Good pavement is characterized by few, narrow cracks, slight wear on the surface and a smooth ride quality. While fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-City funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40 people biking, and 7,414 – 10,288 people driving per day. This project has a score of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit, Hennepin County and the Minneapolis Park and Recreation Board. Collaboration with partners will focus on bus service and station design, construction of the county intersection at Penn Ave N, and access at Folwell Park.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The Dowling Ave N corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing bicycle accommodations and improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way is constrained for two reasons. First, grades and encroachments typically limit use of the entire legal right-of-way. Second, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a MSA street in poor condition is estimated at $10,000 per mile per year. Given the length of this project at 1.25 miles, the estimated annual cost to maintain this roadway is $12,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

Refer to answers above

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works– Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Victory Neighborhood
• White: 62.3%
• Of Color: 34.7%
• Black or African American alone: 16.4%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 6.9%
• Hispanic or Latino (of any race): 9.0%

Cleveland Neighborhood
• White: 28.7%
• Of Color: 70.3%
• Black or African American alone: 45.5%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 10.0%
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): 14.4%

Folwell Neighborhood
• White: 32.9%
• Of Color: 65.8%
• Black or African American alone: 35.4%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 15.4%
• Other alone: Suppressed
• Two or more races alone: 7.5%
• Hispanic or Latino (of any race): Suppressed

Webber- Camden Neighborhood
• White: 31.4%
• Of Color: 65.1%
• Black or African American alone: 36.0%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 7.9%
• Other alone: Suppressed
• Two or more races alone: 4.0%
• Hispanic or Latino (of any race): 18.6%

McKinley Neighborhood
• White: 25.9%
• Of Color: 69.8%
• Black or African American alone: 39.2%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed

• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people

• 27% people of color households do not have access to a car; this number is 11% for white households

• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV169 - 38th St (Blaisdell Ave to Park Ave)

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 51 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Southwest, South
Affected Neighborhoods: King Field, Bryant, Central
Affected Wards: 8
Description of Location: 38th St E/W (Blaisdell Ave to Park Ave)

Project Description

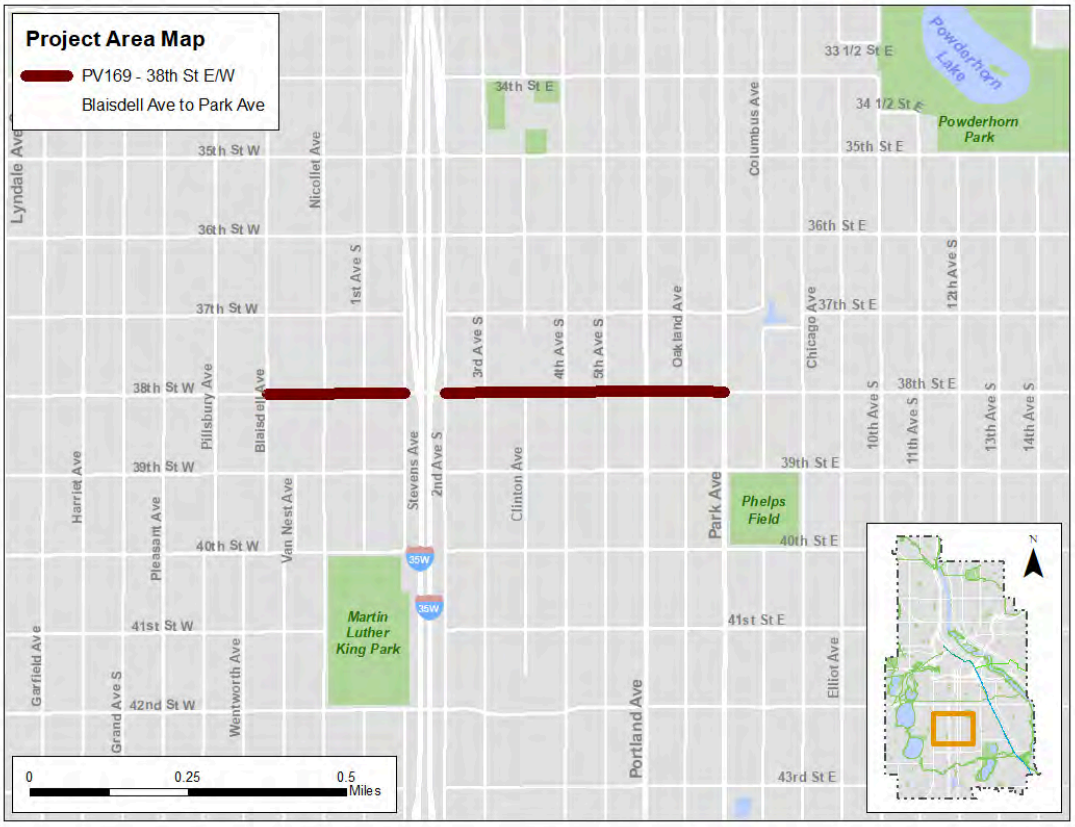
The proposed project will reconstruct approximately 0.7 miles of 38th Street E/W (MSA Routh 253) between Blaisdell Avenue and Park Avenue. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes. Land use adjacent to the corridor is mixed-use, with varying residential densities, retail, and other commercial and institutional uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bump outs, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1960 and is beyond expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E/W has a pavement surface that is beyond its expected useful life.

This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and add new pedestrian-scaled lighting. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 200 to 610 people walking, 140 to 290 people biking, and between 4,750 and 9,800 people driving per day. 38th Street E/W was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV169

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$9,035,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$3,475,000
General Overhead	$0	$0	$0	$0	$0	$0	$1,390,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,900,000**

Submitting Agency Funding Request

PV169

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$12,900,000
Special Assessments	$0	$0	$0	$0	$0	$0	$1,000,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,900,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. This street was originally constructed in 1960 and received an asphalt overlay in the past 15 years, as well as a more recent sealcoat. These measures brought the street back to rating in good condition by the City's pavement management system as measured in 2017. Since then continued deterioration and aging of these treatments results in current conditions that are worse than the latest PCI data collection on the segment. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-City funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1960 and is beyond expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E/W has a pavement surface that is beyond its expected useful life.

This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and add new pedestrian-scaled lighting. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 200 to 610 people walking, 140 to 290 people biking, and between 4,750 and 9,800 people driving per day. 38th Street E/W was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. This project has a score of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 23 throughout the project limits, and by route 133 between Portland and Chicago. There is intersecting transit service on Grand, Nicollet, and 4th Avenues. The 38th Street corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, adding bump outs, pedestrian-scaled lighting, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. The consideration of any bicycle accommodations, whether at intersecting corridors or along 38th St E/W, will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of 38th Street is 80 feet (Blaisdell Ave to Park Ave). Grades and encroachments typically limit utilization of the entire legal right-of-way. Sidewalk is located back of curb throughout much of the corridor, except for commercial nodes where a paved boulevard is present. Land use adjacent to the corridor is a mix of commercial/retail and residential uses.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.7 miles, the estimated annual cost to maintain this roadway is $7,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bryant Neighborhood:
• White: 45.8%
• Of Color: 47.6%
• Black or African American alone: 23.1%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): 21.4%

Central Neighborhood:
• White: 36.9%
• Of Color: 54.4%
• Black or African American alone: 26.3%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 5.1%
• Hispanic or Latino (of any race): 29.4%

Kingfield Neighborhood:
• White: 78.1%
• Of Color: 21.2%
• Black or African American alone: 7.6%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 1.4%
• Other alone: Suppressed
• Two or more races alone: 5.8%
• Hispanic or Latino (of any race): 6.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.

2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The 38th Street THRIVE Strategic Development Plan was created by community stakeholders of the Thirty-Eighth Street Cultural District, in collaboration with the City of Minneapolis. For more information about the plan, visit the plan webpage.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people

• 27% people of color households do not have access to a car; this number is 11% for white households

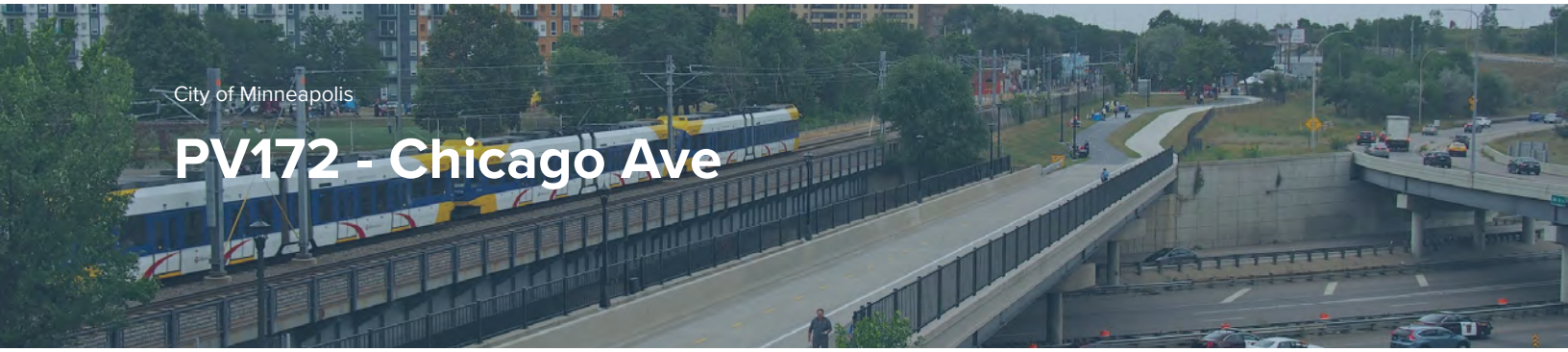
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV172 - Chicago Ave

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 52 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: South
Affected Neighborhoods: Powderhorn Park, Central
Affected Wards: 8, 9
Description of Location: Chicago Avenue (Lake St to 37th St E)

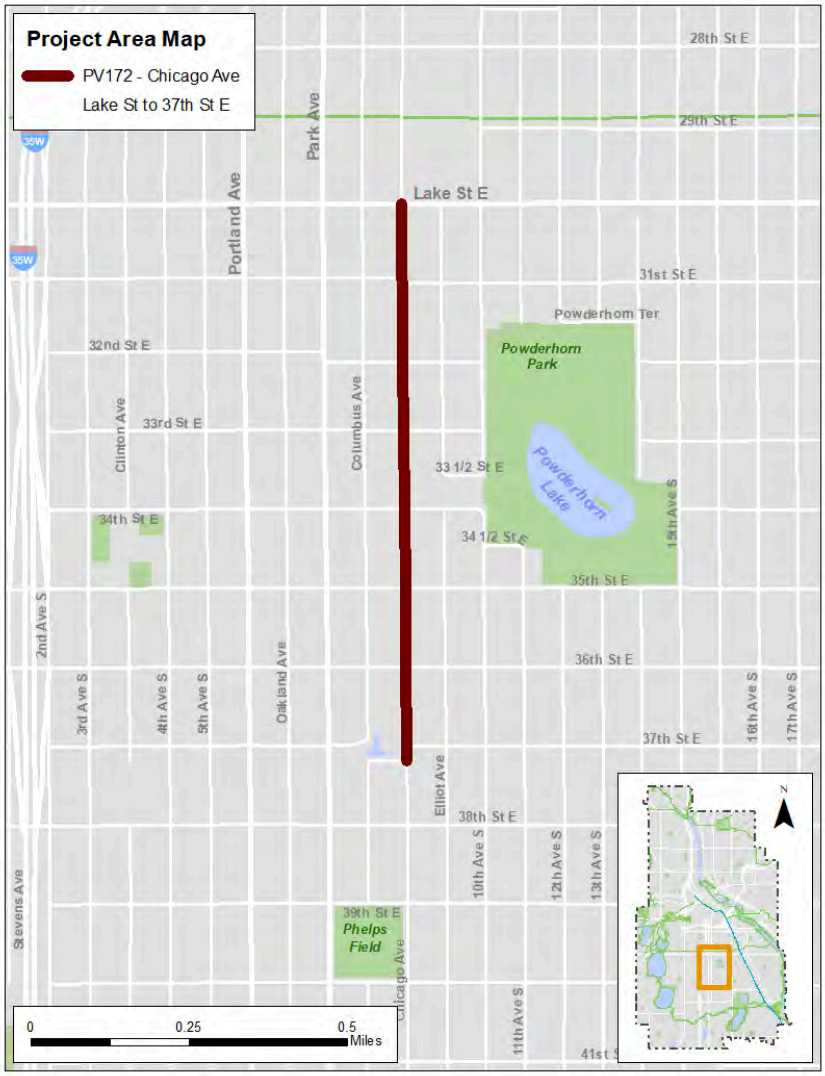
Project Description

The proposed project will reconstruct approximately 0.85 miles of Chicago Avenue South (MSA Route 165) between Lake Street and 37th Street East. Currently, the existing corridor includes sidewalk on both sides of the street, two travel lanes, bike lanes, and parking on both sides. The area along the project corridor is a mix of uses with some commercial nodes and single-family housing. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, utility improvements, improved bicycle facilities, and two travel lanes. The project will also include signal improvements, new signage, consideration of transit advantages, and new pavement markings, as needed. This work will also ultimately support the development of the Metro Transit's D Line arterial bus rapid transit project.

Purpose and Justification

The project is intended to improve the right-of-way for all people in all the ways they move around. This segment of Chicago Avenue was constructed in 1957. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of Chicago Avenue S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevard space away from the street, address sidewalk obstructions, and implement bus-only lanes. This corridor serves a significant amount of bicycle and pedestrian travel and 7,140-8,700 vehicles per day.

Project Visuals and Map



Project Cost Breakdown

PV172

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$10,595,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$4,075,000
General Overhead	$0	$0	$0	$0	$0	$0	$1,630,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$16,300,000**

Submitting Agency Funding Request

PV172

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$15,500,000
Special Assessments	$0	$0	$0	$0	$0	$0	$800,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$16,300,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure – Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The project is intended to improve the right-of-way for all people in all the ways they move around. This segment of Chicago Avenue was constructed in 1957. A sealcoat project in 2018 temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of Chicago Avenue S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevard space away from the street, address sidewalk obstructions, and implement bus-only lanes. This corridor serves a significant amount of bicycle and pedestrian travel and 7,140-8,700 vehicles per day. This project has a score of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Hennepin County at the intersection of Chicago Avenue and Lake Street and Metro Transit. The City supports the development of the D Line in this corridor, with station stops at Lake Street and 34th Street.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit D Line and route 5 run along this corridor. Pedestrian amenities, such as new sidewalks, pedestrian lighting and ADA compliant pedestrian ramps, will improve the pedestrian experience and make it easier for transit users to access these routes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The pedestrian space will be improved with 6'-8' sidewalks depending on the context. Bus-only lanes will be the interior lanes. The project will also provide improved bicycle accommodations within project limits.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Existing right-of-way is in some locations 80'. The proposed typical roadway width will be 54' and will use innovative design options to allocate 11' for each bus-only lane, 10' travel lanes, 12' center median for bus stops or turning lanes, 6-8' sidewalks, and 4' planting space.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?
2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.85 miles, the estimated annual cost to maintain this roadway is $8,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

Refer to answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Neighborhood

- White: 36.9%
- Of Color: 54.4%
- Black or African American alone: 26.3%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: Suppressed
- Other alone: Suppressed
- Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 29.4%

Powderhorn Park Neighborhood

- White: 56.4%
- Of Color: 38.0%
- Black or African American alone: 9.4%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: Suppressed
- Other alone: Suppressed
- Two or more races alone: 3.9%
- Hispanic or Latino (of any race): 25.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people

• 27% people of color households do not have access to a car; this number is 11% for white households

• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

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City of Minneapolis

PV174 - 35th/36th St E/W

Project Details:

Project Start Date: 4/15/2027
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 42 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-271-8684
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Southwest, South
Affected Neighborhoods: Lyndale, Kingfield, Central
Affected Wards: 8, 9
Description of Location: 35th/36th Street E/W (Blaisdell Ave to Chicago Ave)

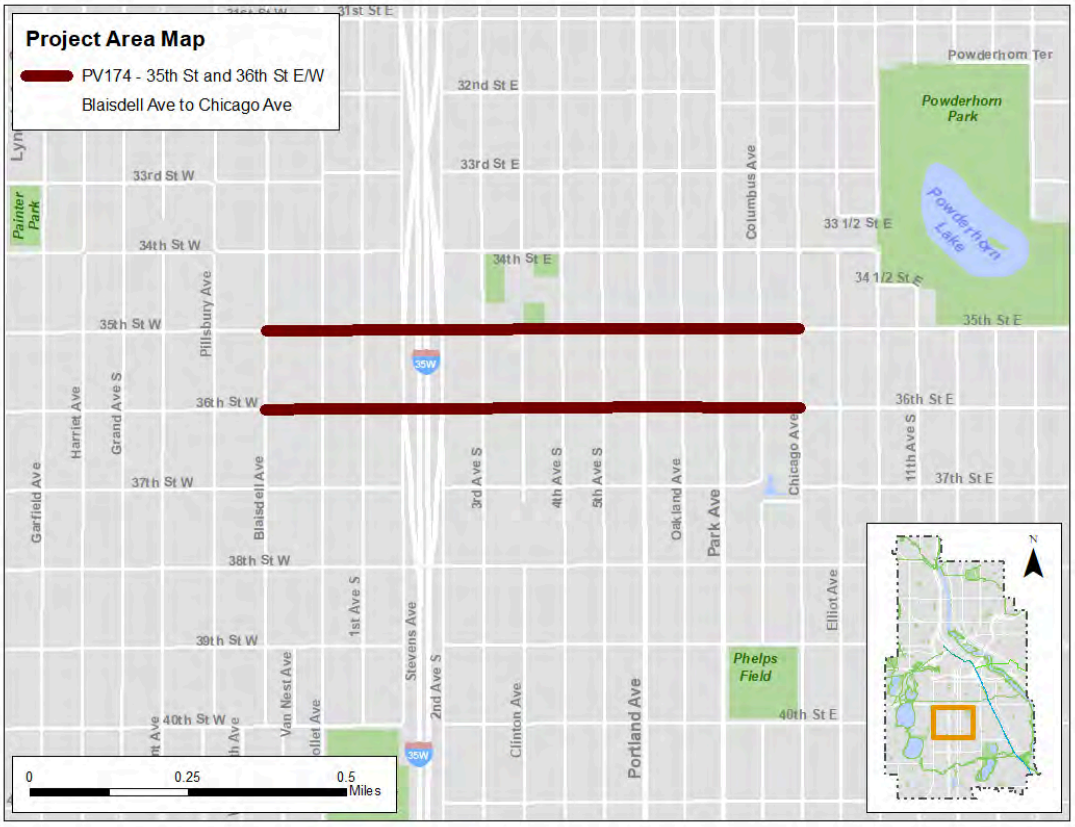
Project Description

The proposed project will reconstruct approximately 1.6 miles of 35th Street E/W and 36th Street E/W between Blaisdell Avenue and Chicago Avenue. The area along the project corridor is primarily single-family housing with a mixture of apartment buildings and commercial uses at either end of the corridor. Existing conditions along the corridor include a sidewalk on both sides of the street, two eastbound travel lanes, and two parking lanes. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segments of streets in this project were built between 1961 and 1965. A sealcoating was performed in 2012 to temporarily improve the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add bumpouts, and evaluate implementation of bicycle facilities. This corridor serves an estimated 200 people walking, 90 people biking, and between 4,200 and 10,000 people driving per day. 35th Street E/W and 36th Street E/W were both identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV174

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$13,546,075	$5,805,093	$0
Design and Project Management	$0	$0	$0	$0	$5,210,029	$2,232,728	$0
General Overhead	$0	$0	$0	$0	$2,084,012	$893,091	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$20,840,115**	**$8,930,912**	**$0**

Submitting Agency Funding Request

PV174

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$0	$16,800,500	$0	$0
Transfers	$0	$0	$0	$0	$2,909,615	$4,417,951	$0
Bond Activity	$0	$0	$0	$0	$0	$4,512,961	$0
Special Assessments	$0	$0	$0	$0	$1,130,000	$0	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$20,840,115**	**$8,930,912**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure -- Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. A sealcoating was performed in 2012 to temporarily improve the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average. While, poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segments of streets in this project were built between 1961 and 1965. A sealcoating was performed in 2012 to temporarily improve the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add bumpouts, and evaluate implementation of bicycle facilities. This corridor serves an estimated 200 people walking, 90 people biking, and between 4,200 and 10,000 people driving per day. 35th Street E/W and 36th Street E/W were both identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. The corridor has a score of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

This project has been awarded federal funds through the Metropolitan Council's Regional Solicitation process. A total of $7,000,000 has been awarded for the year 2027.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

See above.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Metro Transit's D Line and Route 5 run on 35th Street E and 36th Street E within project limits. There is intersecting transit service on Nicollet Avenue, 4th Avenue South, and Chicago Avenue. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing improved sidewalks, crosswalks, bumpouts, and providing ADA compliant curb ramps are an integral part of this project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of 36th Street E/W varies from 80 feet wide (from Blaisdell Ave to Portland Ave), to 66 feet (Portland Ave to Chicago Ave). Grades and encroachments typically limit utilization of the entire legal right-of-way. The sidewalk is buffered by a narrow grass boulevard present between Nicollet and Portland Avenues, though it transitions to back-of-curb

between Portland and Chicago Avenues. Land use adjacent to the corridor is primarily residential, with commercial uses at Nicollet and Chicago Avenues. The existing right-of-way on 35th Street E/W is 60’ from Blaisdell Avenue to Park Avenue and is 70’ from Park Avenue to Chicago Avenue. In some parts of the corridor there is limited space that creates tradeoffs between space for street trees, parking, and driving, walking, and biking.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.75 miles, the estimated annual cost to maintain this roadway is $7,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

See answers above.

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Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

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The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks, and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lyndale Neighborhood
• White: 51.4%
• Of Color: 37.4%
• Black or African American alone: 18.6%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 2.3%
• Other alone: Suppressed
• Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 21.4%

Kingfield Neighborhood
• White: 78.1%
• Of Color: 21.2%
• Black or African American alone: 7.6%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 1.4%
• Other alone: Suppressed
• Two or more races alone: 5.8%
• Hispanic or Latino (of any race): 6.8%

Central Neighborhood
• White: 51.4%
• Of Color: 37.4%
• Black or African American alone: 18.6%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 2.3%
• Other alone: Suppressed
• Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 21.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.

3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV175 - 38th St (10th Ave S to 23rd Ave S)

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 53 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-612-3614
Contact Email: katie.white@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: South
Affected Neighborhoods: Bryant, Central, Bancroft, Powderhorn Park, Standish
Affected Wards: 8, 9, 12
Description of Location: 38th St E (10th Ave S to 23rd Ave S)

Project Description

The proposed project will reconstruct approximately 1.1 miles of 38th St E between 10th Ave S and 23rd Ave S. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes. There is a striped median with raised concrete medians between 13th and 14th Avenues S. Land use adjacent to the corridor is mixed-use, with varying residential densities, retail, and other commercial and institutional uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bumpouts, consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1960 and 1963 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, and add new bicycle facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 390 to 520 people walking, 70 to 230 people biking, and between 6,250 and 8,900 people driving per day. 38th Street E was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV175

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$13,520,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$5,200,000
General Overhead	$0	$0	$0	$0	$0	$0	$2,080,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$20,800,000**

Submitting Agency Funding Request

PV175

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$0	$0	$0	$12,500,000
Bond Activity	$0	$0	$0	$0	$0	$0	$7,200,000
Special Assessments	$0	$0	$0	$0	$0	$0	$1,100,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$20,800,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure -- Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1960 and 1963 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, and add new bicycle facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 390 to 520 people walking, 70 to 230 people biking, and between 6,250 and 8,900 people driving per day. 38th Street E was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. The project has a score of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 23 throughout the project limits, by route 133 between Portland and Chicago, and by route 14 between Bloomington and Cedar. There is intersecting transit service Chicago, Bloomington, Cedar, and 23rd Avenues. The 38th Street corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, adding bumpouts, pedestrian-scaled lighting, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. The addition of new bicycle accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of 38th Street is 66 feet within project limits. Grades and encroachments typically limit utilization of the entire legal right-of-way. Sidewalk is located back of curb throughout much of the corridor, except for commercial nodes where a paved boulevard is present. Land use adjacent to the corridor is a mix of commercial/retail and residential uses.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.1 miles, the estimated annual cost to maintain this roadway is $11,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

See above.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bancroft Neighborhood
• White: 65.7%
• Of Color: 33.5%
• Black or African American alone: 7.3%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 5.3%
• Hispanic or Latino (of any race): 17.7%

Powderhorn Neighborhood
• White: 56.4%
• Of Color: 38.0%
• Black or African American alone: 9.4%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 3.9%
• Hispanic or Latino (of any race): 25.4%

Standish Neighborhood
• White: 4,833 74.5%
• Of Color: 1,425 22.0%
• Black or African American alone: 494 7.6%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 116 1.8%
• Other alone: Suppressed
• Two or more races alone: 275 4.2%
• Hispanic or Latino (of any race): 667 10.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

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1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.

2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?
The 38th Street THRIVE Strategic Development Plan was created by community stakeholders of the Thirty-Eighth Street Cultural District, in collaboration with the City of Minneapolis. For more information about the plan, visit the plan webpage.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people

• 27% people of color households do not have access to a car; this number is 11% for white households

• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV178 - Johnson St NE Spot Improvement

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2024
Ongoing Program: N
Current Phase: Design
Level of Need: Important
Department Priority: 36 of 58

Submitting Agency: Public Works
Contact Person: Fontaine Burruss
Contact Phone Number: 612-673-3614
Contact Email: fontaine.burruss@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: East
Affected Neighborhoods: Northeast Park, Windom Park
Affected Wards: 1
Description of Location: Johnson St NE (18th Ave NE to south of I-35W ramps)

Project Description

The proposed project includes the reconstruction of the Johnson Street NE/I-35W ramps intersection and portions of Johnson Street NE between the intersection and 18th Ave NE. The total distance is approximately 0.1 miles. Currently, Johnson Street NE includes sidewalk on both sides of the street and four traffic lanes. The project is bordered by single family residential land use on the west side and commercial land use on the east side of the street. Public Works is recommending reconstructing the intersection to eliminate the existing slip lanes and narrowing Johnson from four lanes to two lanes south of the intersection. The proposed design will calm traffic, improve safety, add space for greenery, and evaluate the extension of the off-street shared-use path for pedestrians and bicyclists on the west side of Johnson Street NE.

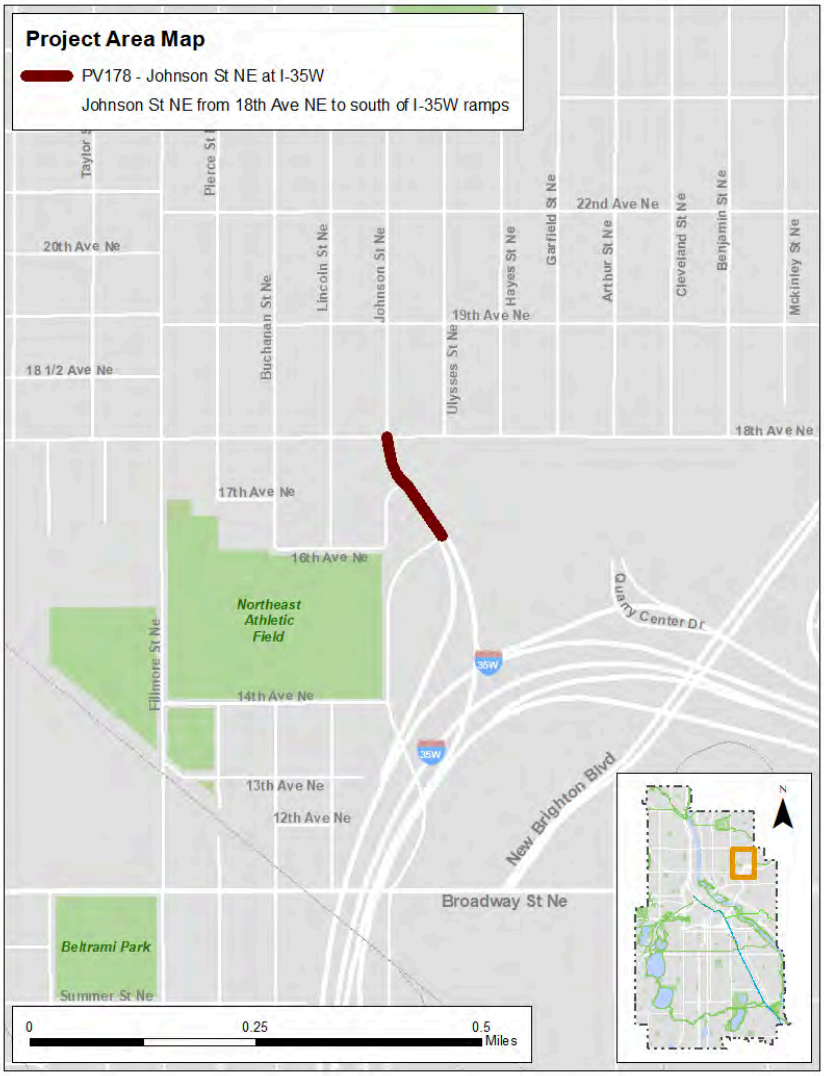
This corridor is part of the pedestrian, bicycle, freight, and transit priority networks in the City's Transportation Action Plan. The project will make improvements for all street users and will implement elements of the Transportation Action Plan. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, shared-use path, ADA pedestrian ramps, pedestrian scale street lighting, pavement, curb and gutter, utility improvements, consideration of bicycle upgrades, and vehicle travel lanes. The project will also include signal improvements, new signage, consideration of transit advantages, and new pavement markings, as needed.

Purpose and Justification

The street was built in 1997. The project area has been identified as part of the pedestrian, bicycle, freight, and transit priority networks in the City's Transportation Action Plan. This project provides an opportunity to construct traffic safety treatments and address gaps in the City’s modal networks. The reconstruction will also bring the intersection’s pedestrian facilities in compliance with the Americans with Disabilities Act (ADA).

This project area serves an estimated 60 people walking, 200 people boarding or alighting the bus, 20 people biking, and 20,000 people driving per day. Johnson Street NE was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV178

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$2,145,000	$0	$0	$0	$0	$0
Design and Project Management	$0	$825,000	$0	$0	$0	$0	$0
General Overhead	$0	$330,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$3,300,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PV178

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$1,897,000	$0	$0	$0	$0	$0
Transfers	$0	$1,403,000	$0	$0	$0	$0	$0
TOTAL	**$0**	**$3,300,000**	**$0**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure -- Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor in a 2022 survey of conditions." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to?

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in

the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Please describe these elements and how it is currently performing.

The proposed project includes the reconstruction of the Johnson Street NE/I-35W ramps intersection and portions of Johnson Street NE between the intersection and 18th Ave NE. The total distance is approximately 0.1 miles. Currently, Johnson Street NE includes sidewalk on both sides of the street and four traffic lanes. The project is bordered by single family residential land use on the west side and commercial land use on the east side of the street. Public Works is recommending reconstructing the intersection to eliminate slip lanes on three of the four corners and narrowing Johnson from four lanes to two lanes south of the intersection. The proposed design will calm traffic, improve safety, add space for greenery, and evaluate the extension of the off-street shared-use path for pedestrians and bicyclists on the west side of Johnson Street NE.

This corridor is part of the pedestrian, bicycle, freight, and transit priority networks in the City's Transportation Action Plan. The project will make improvements for all street users and will implement elements of the Transportation Action Plan. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, shared-use path, ADA pedestrian ramps, pedestrian scale street lighting, pavement, curb and gutter, utility improvements, consideration of bicycle upgrades, and vehicle travel lanes. The project will also include signal improvements, new signage, consideration of transit advantages, and new pavement markings, as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The street was built in 1997. The project area has been identified as part of the pedestrian, bicycle, freight, and transit priority networks in the City's Transportation Action Plan. This project provides an opportunity to construct traffic safety treatments and address gaps in the City’s modal networks. The reconstruction will also bring the intersection’s pedestrian facilities in compliance with the Americans with Disabilities Act (ADA). This project area serves an estimated 60 people walking, 200 people boarding or alighting the bus, 20 people biking, and 20,000 people driving per day. Johnson Street NE was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. This project has a score of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of $1,497,200 of federal funding has been awarded to this project for construction in 2024.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT specific to the intersecting freeway ramps and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The corridor is served by Metro Transit Route 4 and has been identified by Metro Transit as a potential Bus Rapid Transit route. This work will also ultimately support the development of Metro Transit's arterial bus rapid transit network. The entire project length is part of the Pedestrian Priority Network. Enhancing the existing sidewalks, crosswalks, providing ADA compliant curb ramps, and installing pedestrian level street lighting will be part of this project. The specific bus enhancements will be determined as part of the project engagement and planning.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. The project will include:
• Shared use path on the west side of the street
• Intersection improvements including marked crosswalks, traffic signal replacements, curb extensions, raised crosswalks and ADA compliant pedestrian curb ramps

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of Johnson St NE at the northern end of the project is constrained on the west side of the corridor. This project requires balancing many transportation modes, as well as stakeholder priorities, while carrying out established City transportation policy. To achieve this balance Public Works recommended a shared use path on the west side of Johnson St NE as part of the federal grant application for this project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.1 miles, the estimated annual cost to maintain this roadway is $1,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

See above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks, and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Northeast Park Neighborhood
• White: 63.5%
• Of Color: Suppressed
• Black or African American alone: Suppressed
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

Windom Park Neighborhood
• White: 75.9%
• Of Color: 22.6%
• Black or African American alone: 6.8%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: 6.0%
• Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people

• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people

• 27% people of color households do not have access to a car; this number is 11% for white households

• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV179 - 7th St N

Project Details:

Project Start Date: April 15, 2028
Estimated Project Completion Date: November 15, 2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 44 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: (612) 673-3746
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: North
Affected Neighborhoods: Near North, Sumner-Glenwood, North Loop
Affected Wards: 5
Description of Location: 7th St N (10th St N to E Lyndale Ave N)

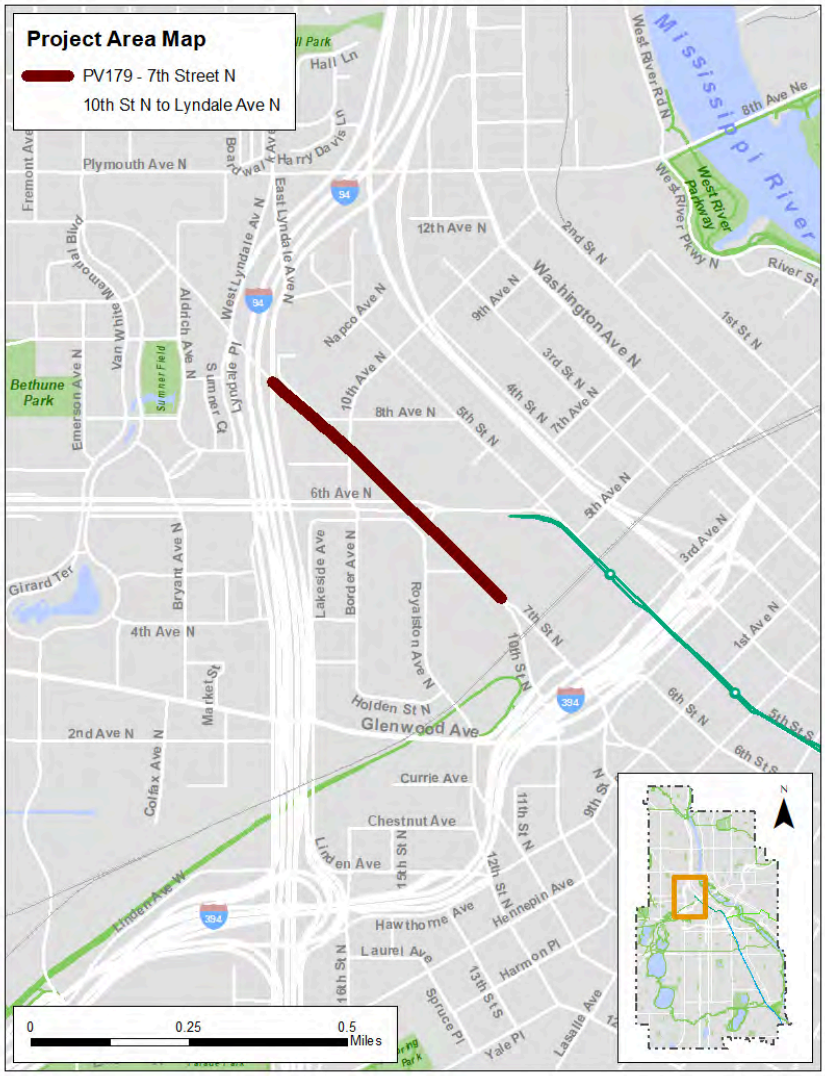
Project Description

The proposed project will reconstruct approximately 0.55 miles of 7th St N between 10th St N and E Lyndale Ave N. Existing conditions along the corridor include sidewalk on both sides of the street, four travel lanes, bike lanes, and a raised median or center turn lanes for some segments. Land use adjacent to the corridor is a mix of commercial, public services, and residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, improved bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. In addition, this work will ultimately support the development of the Metro Transit's D-Line arterial bus rapid transit project and its arterial bus rapid transit network.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street North was built in phases between 1969 and 1991. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 60 to 140 people walking, 110 to 160 people biking, and between 8,225 and 10,650 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV179

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$8,366,589	$1,334,721
Design and Project Management	$0	$0	$0	$0	$0	$3,217,919	$513,354
General Overhead	$0	$0	$0	$0	$0	$1,287,168	$205,342
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,871,676**	**$2,053,417**

Submitting Agency Funding Request

PV179

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$0	$0	$7,000,000	$0
Bond Activity	$0	$0	$0	$0	$0	$4,371,676	$2,053,417
Special Assessments	$0	$0	$0	$0	$0	$1,500,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$12,871,676**	**$2,053,417**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure -- Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street North was built in phases between 1969 and 1991. The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 60 to 140 people walking, 110 to 160 people biking, and between 8,225 and 10,650 people driving per day. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. This project has a service level score of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project has been awarded federal funds through the Metropolitan Council's Regional Solicitation process. A total of $7,000,000 dollars has been awarded for the year 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 5, 9, 22, 755, and the METRO C and D Line BRT routes. 7th Street North is identified as an Existing High Frequency Transit Network corridor in the Transportation Action Plan. The 7th Street North corridor is also on Pedestrian Priority Network (PPN) as well. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for pedestrians by providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps. Existing bicycle facilities will also be improved as a component of the street reconstruction.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of 7th St N is 80 feet within project limits. Grades and encroachments typically limit utilization of the entire legal right-of-way. The

conditions along 7th Street North are inconsistent and vary depending on location, including intermittent grass boulevard, retaining walls, and multiple segments of bridge deck. There are tree plantings although placement is inconsistent depending on the location and existing conditions. The area along the project corridor is a mix of commercial, public services, and residential uses.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

Year that Operating Incr/(Decr) will take effect?
2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street/alley in poor condition is estimated at $10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 0.55 miles, the estimated annual cost to maintain this roadway is $5,500.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

See answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
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Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Neighborhood
• White: 1,024 13.7%
• Of Color: 6,285 83.8%
• Black or African American alone: 4,561 60.8%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 931 12.4%
• Other alone: Suppressed
• Two or more races alone: 299 4.0%
• Hispanic or Latino (of any race): 480 6.4%

Sumner-Glenwood Neighborhood
• White: 197 10.3%
• Of Color: 1,719 89.7%
• Black or African American alone: 1,368 71.4%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): Suppressed

North Loop Neighborhood
• White: 4,876 73.5%
• Of Color: 1,520 22.9%
• Black or African American alone: 743 11.2%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 368 5.5%
• Other alone: Suppressed
• Two or more races alone: 176 2.7%
• Hispanic or Latino (of any race): 399 6.0%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.

2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV180 - Loring Greenway

Project Details:

Project Start Date: 4/15/2029
Estimated Project Completion Date: 11/15/2029
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 58 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3746
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Downtown
Affected Neighborhoods: Loring Park
Affected Wards: 7
Description of Location: Loring Greenway (Nicollet Mall to Loring Park)

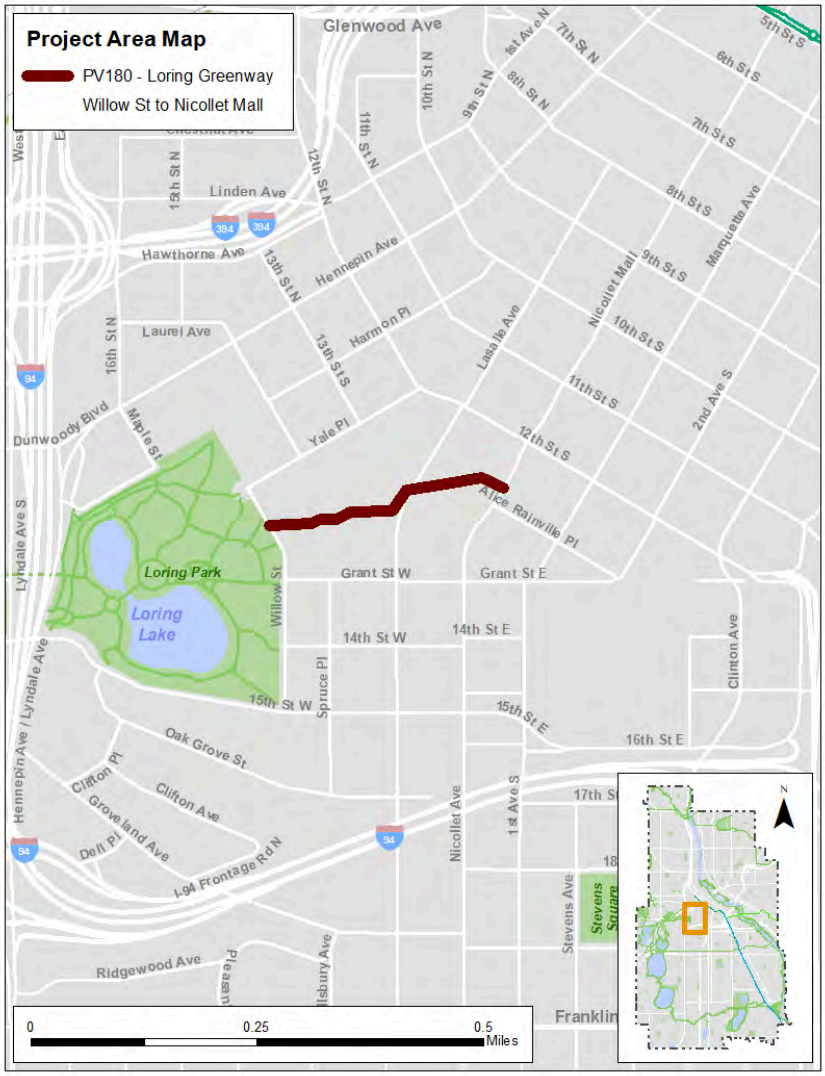
Project Description

This project will make capital improvements within the public right of way along the Loring Greenway, which connects Nicollet Mall to Loring Park via a series of open spaces and paths. Public Works will address aging and deteriorating paths, walls, seating areas, lighting, signage, and other various public realm infrastructure, including upgrading the right of way to meet current ADA design standards.

Purpose and Justification

This project is intended to address aging and deteriorating infrastructure within the public right-of-way along the Loring Greenway in Downtown Minneapolis. This project has been identified in the All Ages and Abilities Bikeway Network and will provide improvements along the greenway in the Loring Park neighborhood, supporting access and mobility to important recreational, residential, and commercial destinations.

Project Visuals and Map



Project Cost Breakdown

PV180

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$0	$325,000
Design and Project Management	$0	$0	$0	$0	$0	$0	$125,000
General Overhead	$0	$0	$0	$0	$0	$0	$50,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$500,000**

Submitting Agency Funding Request

PV180

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$0	$500,000
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - trail
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The Loring Greenway is generally in fair condition, while recognizing that its age is becoming apparent and parts of the path are no longer up to current ADA standards. The unique nature of the Loring Greenway leads to assessment of the current condition to be composed of multiple metrics such as concrete condition, current ADA design standards, and user experience.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful life span may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is

classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is meant to address a deteriorating east/west bicycle/pedestrian trail in Downtown Minneapolis. This project has been identified in the All Ages and Abilities Bikeway Network and will improve a more direct connection in the Loring Park neighborhood to recreational, residential and commercial land uses. Public Works has no data on the condition of the trail other than observations of various asset conditions. The current service level for this project area is a 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Minneapolis Public Works has had a longstanding partnership with the Loring Greenway Association.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintain the tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The greenway will provide direct access to the high frequency transit service along Nicollet Mall and will be designed to meet current ADA standards for people walking, biking, and rolling.
Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, this project seeks to provide improvements along the greenway for people walking, biking, and rolling with paths, walls, seating areas, lighting, signage, and other various public realm infrastructure, including upgrading the right of way to meet current ADA design standards.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, this unique stretch of right-of-way varies between 60 - 170 feet from Nicollet Mall to Loring Park. Grades and encroachments typically limit utilization of the entire legal right-of-way adjacent to private property. The Loring Greenway abuts mix-used commercial and residential land-uses and interment pocket parks.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. As mentioned in the project description, this project will address a variety of aging and deteriorating infrastructure that has various service levels and expenses.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

See above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

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Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

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1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

- White: 72.0%
- Of Color: 24.5%
- Black or African American alone: 10.9%
- American Indian and Alaskan Native alone: Suppressed
- Asian or Pacific Islander alone: 4.9%
- Other alone: Suppressed
- Two or more races alone: 4.6%
- Hispanic or Latino (of any race): 5.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

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Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV181 - 18th Ave S & Little Earth (Ogema Pl & EM Stately St)

Project Details:

Project Start Date: 4/15/2028
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 43 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3746
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: South
Affected Neighborhoods: East Phillips
Affected Wards: 9
Description of Location: 18th Ave S (E 24th St to E 26th St), Ogema Pl & EM Stately St

Project Description

The proposed project will reconfigure approximately 0.24 miles of 18th Ave S between E 24th and E 26th Streets and 0.36 miles of Ogema Place and E.M. Stately Street between Cedar Avenue. Currently, the 18th Ave S corridor segment includes sidewalks on both sides of the street, a one-way traffic lane and two parking lanes. The area along the project corridor includes a range of residential densities including the Little Earth Housing and Urban Development (HUD) subsidized housing complex on the northern portion of the segment, as well as institutions such as daycares, places of worship and Cedar Field Park. Ogema Place and E.M. Stately St include a mix of existing sidewalks and gaps, one-way and two-way traffic, and two parking lanes. The area along this segment of the project corridor includes a range of residential densities such as an urban farm and vacant lots.

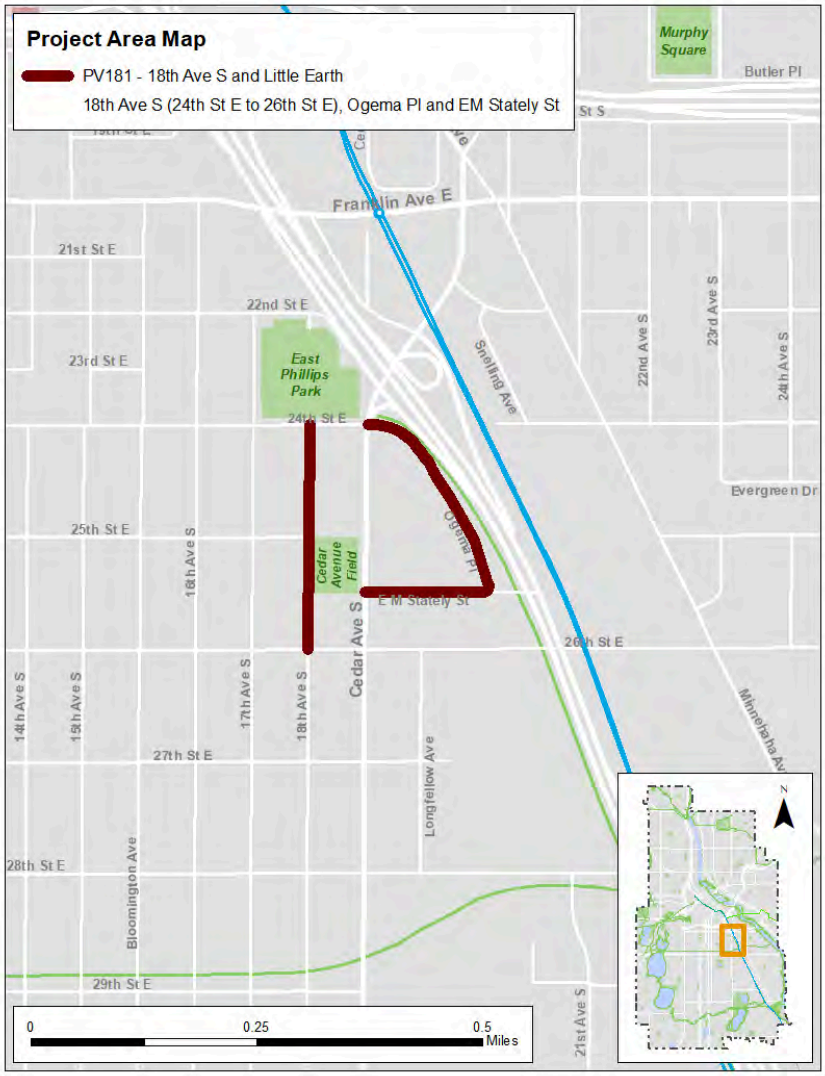
This project will build upon community visioning and engagement that was started in 2021. This included a Transportation Study and the deployment of a demonstration project to interactively engage with residents and explore more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity. This project will help improve traffic safety for people walking, rolling, biking, and driving and will explore green stormwater infrastructure. This area of East Philips neighborhood is high priority for green infrastructure, especially trees and enhanced vegetation. It is designated as the Southside Green Zone, a place-based policy initiative aimed at improving health of low-income, Indigenous and communities of color, which are overburdened by environmental conditions such as traffic and other pollutants. The study will include a summary of recommendations that will inform future budget requests.

Purpose and Justification

In 2020, the East Phillips Neighborhood experienced a persistent increase in crime, speeding, and civil unrest following the death of George Floyd. Led by the Ward 9 Council office, Minneapolis Public Works and other City staff met with residents regularly throughout 2020 to collaborate on changes to the right-of-way that could improve public safety. The resulting actions from these meetings included a project pilot, testing temporary street elements and operational changes to reduce vehicle speed and traffic volumes. Building on this past visioning and community engagement, Public Works is conducting a Transportation Study. A demonstration project was implemented in 2021 to develop a concept and engage with residents on more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity. This project will help improve traffic safety, as well as walking, biking and green infrastructure in an area which serves Little Earth, the only American Native preference community in an urban setting.

The segment of 18th Ave S between 24th and 26th St, E.M. Stately St between Cedar Ave S and Ogema Place was constructed in 1972 and Ogema Place between E.M. Stately St and dead end (N) in 1973. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This corridor serves an estimated 540 to 1,590 people walking and people biking, and 400 to 760 people driving per day.

Project Visuals and Map



Project Cost Breakdown

PV181

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$4,452,500	$0
Design and Project Management	$0	$0	$0	$0	$0	$1,712,500	$0
General Overhead	$0	$0	$0	$0	$0	$685,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,850,000**	**$0**

Submitting Agency Funding Request

PV181

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$6,600,000	$0
Special Assessments	$0	$0	$0	$0	$0	$250,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$6,850,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure - Street

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" to "poor". Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The segment of 18th Ave S between 24th and 26th St, E.M. Stately St between Cedar Ave S and Ogema Place was constructed in 1972 and Ogema Place between E.M. Stately St and dead end (N) in 1973. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This corridor serves an estimated 540 to 1,590 people walking and people biking, and 400 to 760 people driving per day. Due to persistent sidewalk gaps and substandard asset condition as described by the PCI database, this project has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Public Works has been working closely with the Little Earth American Native preference community, as well as the broader East Phillips neighborhood.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through the addition of sidewalks where there are existing sidewalk gaps and potential shared use paths on Ogema Pl.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way varies between 28.6 feet on Stately St, 33 feet on Ogema Pl, and 32.6 feet on 18th Ave S from 24th to 26th St. Grades and encroachments typically limit utilization of the entire legal right-of-way. The conditions along Ogema Pl are inconsistent and vary depending on location. There are currently sidewalk gaps on Ogema Pl.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a residential/local street in poor condition is estimated at $2,500 per miles per year. Given the length of this project at 0.6 miles, the estimated annual cost to maintain this roadway is $1,350.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

investment required to realize the full expected useful life of the project:

See answers above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

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Improve the tree canopy and urban forest.

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• Asian or Pacific Islander alone: Suppressed
• Other alone: Suppressed
• Two or more races alone: Suppressed
• Hispanic or Latino (of any race): 39.4%

The project corridor is directly adjacent to Little Earth, the only American Native preference community in an urban setting, home to nearly 600 residents, 210 of whom are under the age of 18 and 50, over the age of 55. Collectively, 38% of the people in the neighborhood are youth under 18 years old who rely on walking and biking. The two demographics most represented within 1/4th mile of the project location are American Indian (23%) and Latino (24%). 74% of residents rent compared to 53% citywide. 40% of households in the neighborhood have no vehicle.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

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3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
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2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
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Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
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Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

This project will build upon community visioning and engagement that was started in 2021, which included a Transportation Study and deployment of a demonstration project to interactively engage with residents on more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity. This

project will help improve traffic safety for people walking, rolling, biking, and driving, as well as explore green stormwater infrastructure in an area which serves the Little Earth American Native preference community and the broader East Phillips neighborhood. The study will include a summary of recommendations that will inform future budget requests. For more information about the Transportation Study and Demonstration Project, please visit the city's webpage for this effort.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV182 - Lake at Nicollet Reopening

Project Details:

Project Start Date: 4/15/2025
Estimated Project Completion Date: 11/15/2025
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 39 of 58

Submitting Agency: Public Works
Contact Person: Kelsey Fogt
Contact Phone Number: 612-790-7132
Contact Email: Kelsey.Fogt@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Southwest
Affected Neighborhoods: Whittier, Lyndale
Affected Wards: 8, 10
Description of Location: Nicollet Ave (Lake St to Cecil Newman Lane)

Project Description

The proposed project will construct approximately 0.2 miles of Nicollet Avenue between Lake Street and Cecil Newman Lane, as well as reconstruct the Nicollet Avenue Bridge over the Midtown Greenway. Currently, the corridor contains no roadway as it was developed into the Old Kmart. In coordination with CPED, Public Works is evaluating the redevelopment potential of the 10-acre site. The project is a reconstruction project involving the entire right-of-way and Nicollet Avenue Bridge over the Midtown Greenway and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

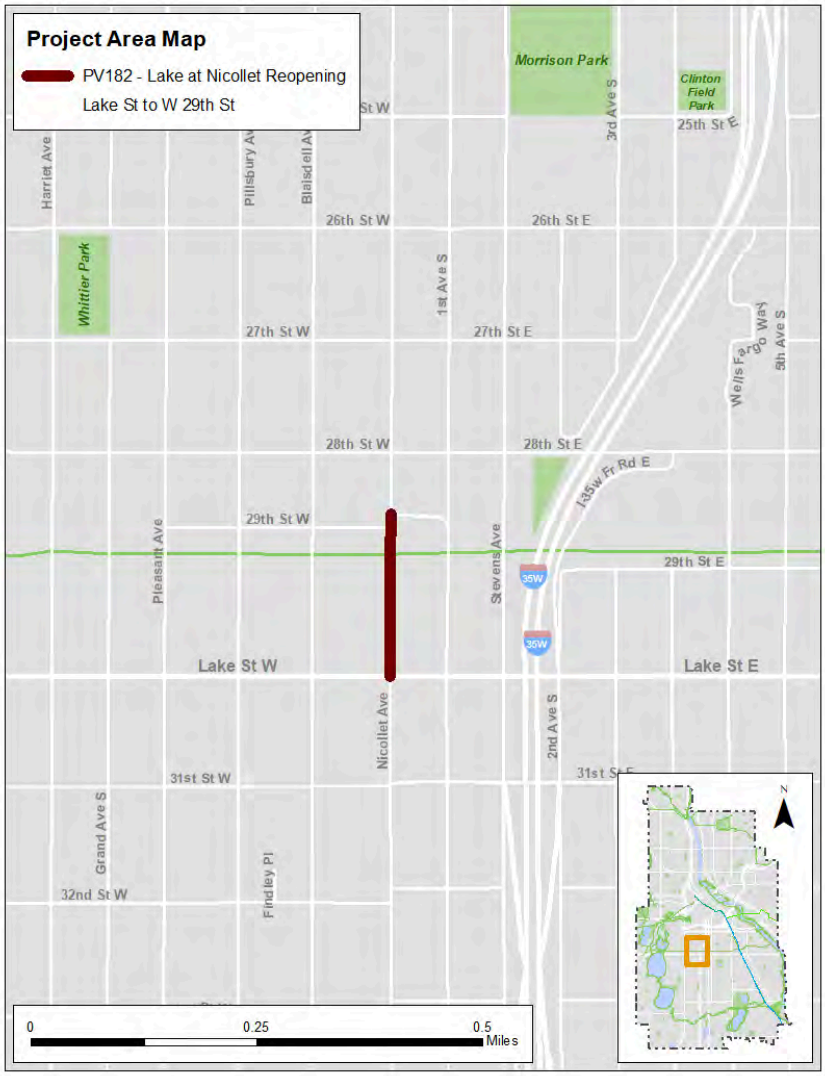
Purpose and Justification

In 1973, the City purchased two full city blocks (10 acres) between what is now the Midtown Greenway rail trench to Lake St and 1st Ave to Blaisdell Ave in the interest of revitalizing the area. The area, in their eyes, had too much vacancy and crime that the only solution was to clear the entire ten acres. The City sold the property three years later to a real estate owner who leased several properties across the country for Kmart stores. Before opening in 1978, Kmart secured a 75-year lease with the real estate owner. In selling the site, the City knowingly made the decision to close the street because one of Kmart's requirements for opening at the location included closing Nicollet Ave and constructing a large surface parking lot in front of a new building. It did not take long before the City realized the mistake. Twenty-two years after selling, in 1998, the City Council approved the formation of a Nicollet-Lake Task Force to examine reopening Nicollet Ave at Lake St and again redeveloping the intersection. The City of Minneapolis is now embarking on redeveloping that same 10-acre site and re-connecting Nicollet Ave at the western end of the East Lake St Cultural District.

This project also provides an opportunity to reimagine travel through this once bustling corridor. Improvements would provide new transportation infrastructure and public utilities between Cecil Newman Place and Lake Street. All adjacent streets serving the site have been identified in the City's Vision Zero Action Plan as a High Injury Street and improvements for this project will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

The city is using value capture district funds for this project as it directly impacts the Nicollet Avenue corridor and promotes multi-modal travel in alignment with city goals and policies. Value capture district funds are able to be used in a specific geographical area and as such cannot be redistributed to other Public Works projects.

Project Visuals and Map



Project Cost Breakdown

PV182

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$11,050,000	$0	$0	$0	$0
Design and Project Management	$0	$0	$4,250,000	$0	$0	$0	$0
General Overhead	$0	$0	$1,700,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$17,000,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

PV182

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Taxes	$0	$0	$17,000,000	$0	$0	$0	$0
TOTAL	**$0**	**$0**	**$17,000,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure -- Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's streets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. There is currently no asset to be evaluated.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is

classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

In 1972, the City purchased two full city blocks—10 acres— between what is now the Midtown Greenway rail trench to Lake St and 1st Ave to Blaisdell Ave in the interest of revitalizing the area. The area, in their eyes, had too much vacancy and crime that the only solution was to clear the entire ten acres. The City sold the property four years later to a real estate owner who leased several properties across the country for Kmart stores. Before opening in 1978, Kmart secured a 75-year lease with the real estate owner. In selling the site, the City knowingly made the decision to close the street because one of Kmart's requirements for opening at the location included closing Nicollet Ave and constructing a large surface parking lot in front of a new building. It did not take long before the City realized the mistake. Thirteen years after selling, in 1989, the City Council approved the formation of a Nicollet-Lake Task Force to examine reopening Nicollet Ave at Lake St and again redeveloping the intersection. The City of Minneapolis is now embarking on redeveloping that same 10-acre site and re-connecting Nicollet Ave at the western end of the Lake St Cultural District.

The proposed project will construct approximately 0.2 miles of Nicollet Avenue between Lake Street and Cecil Newman Lane, as well as reconstruct the Nicollet Avenue Bridge over the Midtown Greenway. Currently, the corridor contains no roadway as it was developed into the former Kmart. In coordination with CPED, Public Works is evaluating the redevelopment potential of the 10-acre site. The project is a reconstruction project involving the entire right-of-way and Nicollet Avenue Bridge over the Midtown Greenway and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

This project also provides an opportunity to reimagine travel through this once bustling corridor. Improvements would provide new transportation infrastructure and public utilities between Cecil Newman Place and Lake Street. All adjacent streets serving the site have been identified in the City's Vision Zero Action Plan as a High Injury Street and improvements for this project will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. Nicollet Avenue can be categorized as 1-2 as it needs improvements to complement future plans for site redevelopment.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include CPED, Hennepin County, Metro Transit, and community partners with a vested interest in the redevelopment of this intersection. Collaboration with partners will focus on connections to public transportation, access to safe walking and bike paths.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Supports substantial tax base growth.

Describe the economic development impact of the project:

See below.

Does the project support redevelopment opportunity that without the project would be infeasible?

Without this project, redevelopment and access to the site would be significantly diminished. The improvements to Nicollet Avenue and the construction of a new bridge over the Midtown Greenway will support a transformative investment for the site resulting in new job opportunities and growth of the city's tax base.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Routes 18 & 21, both of which are high frequency local service routes. The planned B line BRT will serve Lake Street in front of the project site and is served by BRT stations that were completed in 2021 as a part of the Lake Street Reconstruction project. The project will improve and prioritize the transit speed and reliability by providing direct service through the site rather than routing on Blaisdell and 1st Avenues. Public Works and Hennepin County are exploring options to support future connections to transit service in the Midtown Greenway.

Improvements will prioritize re-establishing a high-quality pedestrian connection by breaking up the superblock and providing sidewalks, boulevards, street lighting, trees, and green stormwater infrastructure.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through a reimagined Nicollet Ave that would prioritize safety, comfort, accessibility, and

equity. Public Works is looking at ways to improve connections to the Midtown Greenway to better support multimodal access at the nexus of the Orange Line BRT, B Line BRT, and a planned transitway along Nicollet Avenue.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No. The city currently owns the entire site and right-of-way will be allocated to support the redevelopment of the site as well as new transportation infrastructure and public utilities.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain an MSA type of roadway is estimated at $10,000 per mile per year. Given the 0.2 total miles of project length, the resulting change in operating cost is approximately a net decrease of $2,000 annually.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two to three years prior to the start of a major project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

See above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier
• White: 53.7%
• Of Color: 42.3%
• Black or African American alone: 18.9%
• American Indian and Alaskan Native alone: 0.9%
• Asian or Pacific Islander alone: 3.2%
• Other alone: Suppressed
• Two or more races alone: 6.9%
• Hispanic or Latino (of any race): 16.3%

Lyndale
• White: 51.4%
• Of Color: 37.4%
• Black or African American alone: 18.6%
• American Indian and Alaskan Native alone: Suppressed
• Asian or Pacific Islander alone: 2.3%
• Other alone: Suppressed
• Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 21.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Along the IAP2 Public Participation Spectrum, transportation projects and programs within Public Works typically fall between inform and involve. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

In November of 2021 city staff presented a project work plan to City Council for the redevelopment of the Former Kmart and New Nicollet Project. This presentation included a public engagement framework for the project to describe in broad terms how the City will engage the public in influencing the outstanding questions about the new street and future development. A full copy of the staff report can be found here.

Analysis

How does the outcome for this project help the city achieve racial equity?

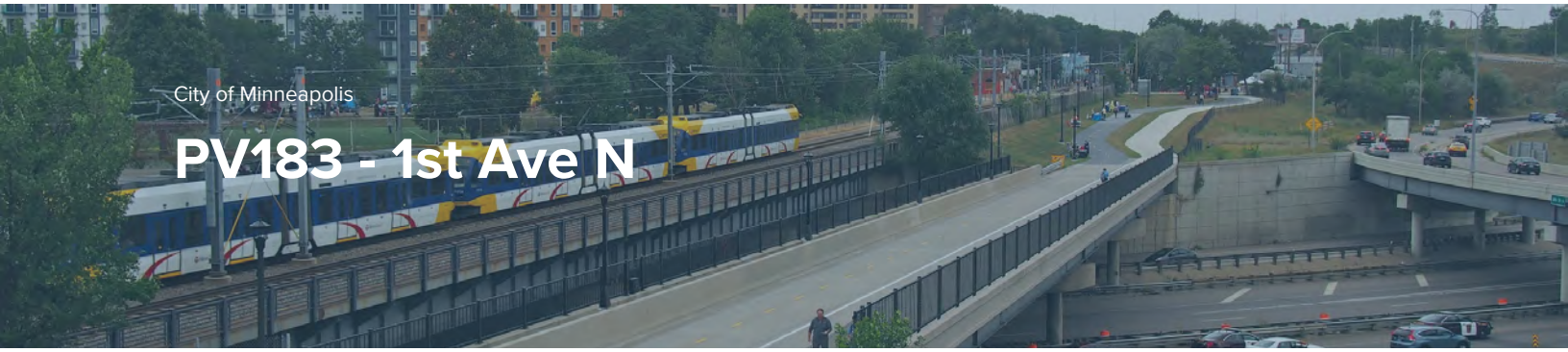
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV183 - 1st Ave N

Project Details:

Project Start Date: 4/15/2028
Estimated Project Completion Date: 11/15/2028
Ongoing Program: N
Current Phase: Planning
Level of Need: Important
Department Priority: 47 of 58

Submitting Agency: Public Works
Contact Person: Katie White
Contact Phone Number: 612-673-3764
Contact Email: katie.white@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Downtown
Affected Neighborhoods: North Loop, Downtown West
Affected Wards: 3,7
Description of Location: 1st Ave N (Washington Ave to 8th St N)

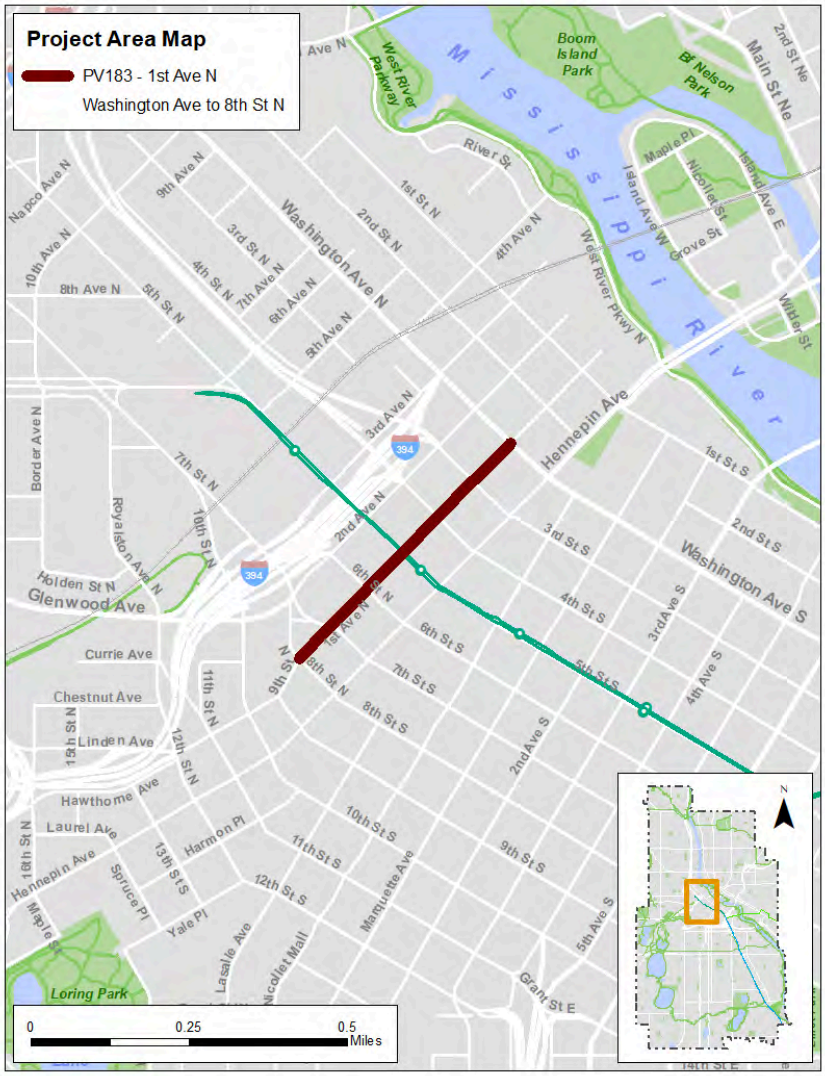
Project Description

The proposed project will recondition approximately 0.5 miles of 1st Ave N between Washington Ave and 8th St N. Currently, the corridor includes two travel lanes, standard bike lanes, and on-street parking on each side. The area along the project corridor primarily serves the Downtown entertainment industry including live music venues, restaurants, bars, retail, and the Target Center. The project will focus on improving the pedestrian realm by expanding the sidewalks and incorporating safer street crossings. This project involves the entire right-of-way and will include improved sidewalks, ADA compliant pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, green stormwater infrastructure, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave N between Washington Ave and 8th St N was last constructed in 1994. The pavement condition along the project extent is generally rated in “fair” to “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. This project also provides an opportunity to improve pedestrian facilities, as well as installing ADA compliant ramps to encourage commerce, retail activity, and safe, comfortable, and accessible travel. This corridor intersects multiple local, express, and Bus Rapid Transit bus routes and is also adjacent to the Warehouse District/Hennepin LRT stop. On a typical day the corridor serves average of 1,500-6000 people walking, 200-500 people biking, and 10,000-20,000 people driving per day. However, this street frequently serves visitors to sporting events at Target Field and Target Center, concerts, and evening crowds for people visiting restaurants and bars. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Cost Breakdown

PV183

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$0	$0	$0	$8,713,250	$3,734,250
Design and Project Management	$0	$0	$0	$0	$0	$3,351,250	$1,436,250
General Overhead	$0	$0	$0	$0	$0	$1,340,500	$574,500
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,405,000**	**$5,745,000**

Submitting Agency Funding Request

PV183

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$0	$0	$0	$0	$2,447,434	$5,745,000
Transfers	$0	$0	$0	$0	$0	$8,157,566	$0
Intergovernmental Revenues	$0	$0	$0	$0	$0	$2,000,000	$0
Special Assessments	$0	$0	$0	$0	$0	$800,000	$0
TOTAL	**$0**	**$0**	**$0**	**$0**	**$0**	**$13,405,000**	**$5,745,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure -- Street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing, concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's streets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" to "poor". Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average. While, poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave N between Washington Ave and 8th St N was last constructed in 1994. The pavement condition along the project extent is generally rated in “fair” to “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. This project also provides an opportunity to improve pedestrian facilities, as well as installing ADA compliant ramps to encourage commerce, retail activity, and safe, comfortable, and accessible travel. This corridor intersects multiple local, express, and Bus Rapid Transit bus routes and is also adjacent to the Warehouse District/Hennepin LRT stop. On a typical day the corridor serves average of 1,500-6000 people walking, 200-500 people biking, and 10,000-20,000 people driving per day. However, this street frequently serves visitors to sporting events at Target Field and Target Center, concerts, and evening crowds for people visiting restaurants and bars. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. Currently 1st Ave N between Washington Ave and 8th St N has a score of a 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Public Works was awarded $2,000,000 for pedestrian improvements through the Metropolitan Council's Regional Solicitation process as part of the larger reconstruction project.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

A portion of this corridor is served by Metro Transit Routes 6, and 7. There are also various transit routes that intersect with the project corridor. These include frequent local bus routes 3, 5, 14, 22; all day express bus routes 94, and 852; and the METRO Green and Blue lines. 1st Ave N is located along the Pedestrian Priority Network in the Transportation Action Plan. The project will improve the transit experience by providing improved access to transit stops along and adjacent to the corridor and enhance the pedestrian realm by enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for pedestrians through sidewalk improvements and ADA compliant pedestrian ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way is 80 feet (from Washington to 8th St N).

Grades and encroachments typically limit utilization of the entire legal right-of-way. Innovative design will address the needs of various users of the corridor including the space required to host vehicle, bike and pedestrian traffic safely.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a MSA Street in poor condition is estimated at $10,000/mile. Given the length of this project at 0.50 miles, the estimated annual cost to maintain this roadway is $5,000.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

See above.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

North Loop Neighborhood
White: 68.1%
Of Color: 26.1%
Black or African American alone: 9.9%
American Indian and Alaskan Native alone: Suppressed
Asian or Pacific Islander alone: 8.1%
Other alone: Suppressed
Two or more races alone: 2.4%
Hispanic or Latino (of any race): 10.7%

Downtown West Neighborhood
White: 65.5%
Of Color: 32.7%
Black or African American alone: 14.3%
American Indian and Alaskan Native alone: Suppressed
Asian or Pacific Islander alone: 11.2%
Other alone: Suppressed
Two or more races alone: 3.6%
Hispanic or Latino (of any race): 3.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Possible levels for transportation projects and programs engagement include:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

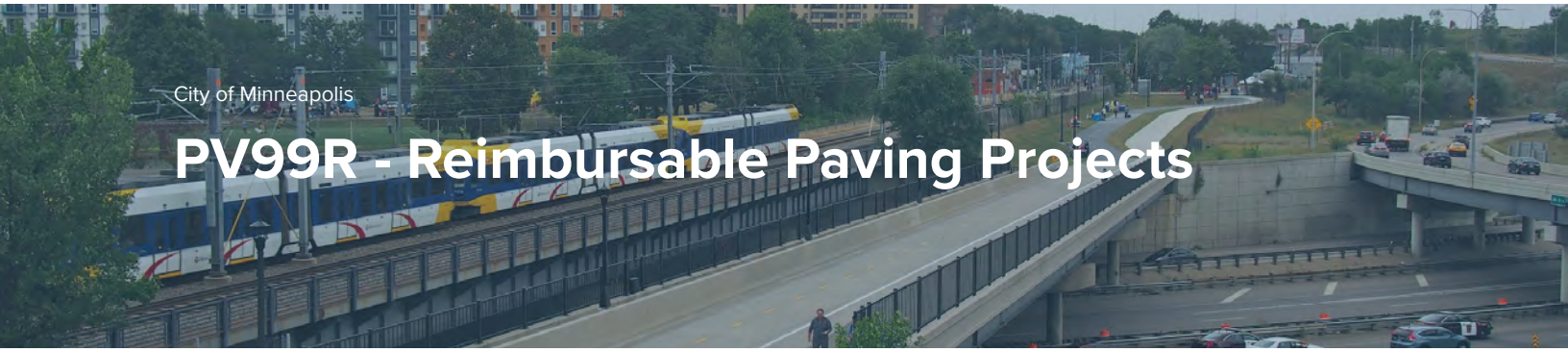
- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
- 27% people of color households do not have access to a car; this number is 11% for white households
- Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

PV99R - Reimbursable Paving Projects

Project Details:

Submitting Agency: Public Works
Contact Person: Larry Matsumoto
Contact Phone Number: (612) 919-1148
Contact Email: Larry.Matsumoto@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

These funds are requested to allow Public Works Paving Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Project Cost Breakdown

PV99R

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$2,275,000	$2,275,000	$2,275,000	$2,275,000	$2,275,000	$2,275,000	$2,275,000
Design and Project Management	$875,000	$875,000	$875,000	$875,000	$875,000	$875,000	$875,000
General Overhead	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000	$350,000
TOTAL	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**

Submitting Agency Funding Request

PV99R

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Charges for Services and Sales	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000	$3,500,000
TOTAL	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**	**$3,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure, varies
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. This program constructs projects as requested by other agencies, businesses and individuals; those entities are responsible for the maintenance of their assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The current condition of the asset will vary based on project, and are determined by the requesting agency, business or individual.

What is the expected useful life of the project/improvement?

The functional lifespan of projects completed in PV99R vary based on project and are designed to maximize useful life as desired by the requesting agency, business or individual.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This program is funded by outside parties working in the city right of way contract Public Works Transportation Maintenance and Repair to perform repairs. Costs of deferring the project would be the responsibility of the agency, business or individual who requested the work.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All costs are paid by outside parties and have no impact on operating budgets.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a

linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The PV99R program allows Public Works Paving Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual. Work being performed is based on the needs of the agency, business or individual that has contracted Public Works Transportation Maintenance and Repair.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level for PV99R is determined by the requesting agency, business or individual. The PV99R program allows Public Works Transportation Maintenance and Repair to perform "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This program is funded by outside parties working in the city right of way contract Public Works Transportation Maintenance and Repair to perform repairs. This is in accordance with Minneapolis Code 430.70

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners who hire Public Works Transportation Maintenance and Repair to complete pavement/or sidewalk work, include; other City of Minneapolis Divisions and Departments, CenterPoint Energy, Met Council, Developers and Private Contractors. These agencies, businesses or individuals will reimburse Public Works for the work completed.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Maintains existing tax base.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

What is the estimated annual operating cost increase or (decrease) for this project? $0

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects are generally completed within the same year that they are started and are fully reimbursed by the agency, business, or individual who contracted Public Works Transportation Maintenance and Repair to complete the work.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Timing is dependent on the agency, business or individual who contracted Public Works Transportation Maintenance and Repair to complete the work

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an annual program whose funding is based on the amount of work that Public Works Transportation Maintenance and Repair is doing on behalf of others.

Minneapolis City Goals

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City’s public right of way.

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Public Health
The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life.” Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in

accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

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3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?
In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts

offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?
Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For the PV99R program engagement is the responsibility of the requesting agency, business or individual and generally is:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?
The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?
Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households

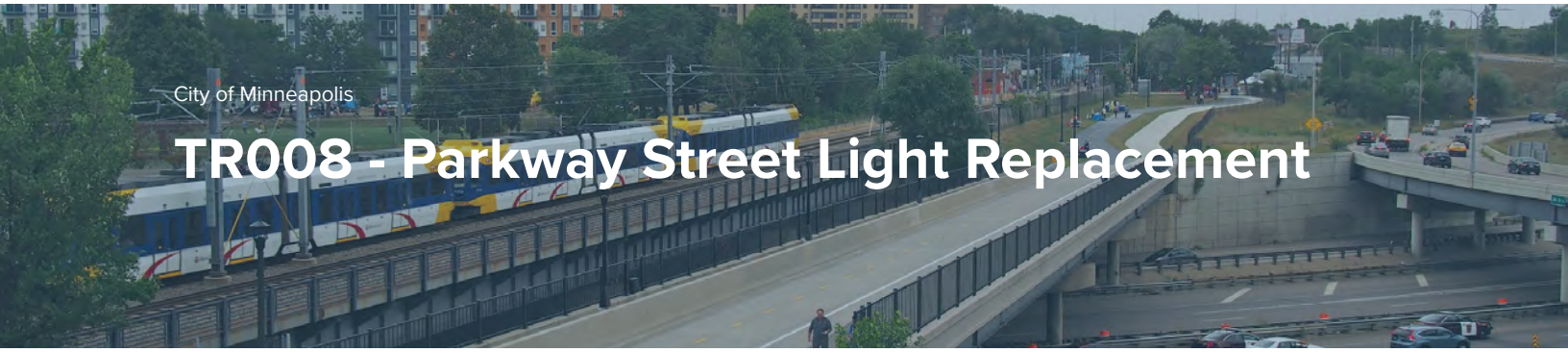
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

TR008 - Parkway Street Light Replacement

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 9 of 58

Submitting Agency: Public Works
Contact Person: Joe Laurin
Contact Phone Number: 612-673-5987
Contact Email: Joseph.laurin@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

This proposal consists of the replacement of deteriorated services, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair. The majority of these lighting units utilize mercury vapor luminaires, which are approaching the end of their serviceable life. These units will need to be retrofitted or replaced since State Statutes (Section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaires. Beginning in 2015, all new poles installed will include LED lighting for energy savings and maintenance reduction.

Based on current anticipated funding levels, approximately 26 poles can be fully replaced each year. The recent inflation of 30% for materials decreased the amount of poles that can be replaced each year. There are approximately 630 poles remaining to be replaced. Funding may be enhanced, and the replacement schedule accelerated should additional funding materialize.

Purpose and Justification

These lighting facilities cannot be properly maintained at the present level of maintenance funding. Aged, deteriorated, and obsolete units and associated underground wiring are not able to be replaced at a fast-enough rate to catch up on deferred maintenance. These structurally unsound poles and aged grounding wires can result in safety issues. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

PARKWAY STREET LIGHT REPLACEMENT

Minneapolis
City of Lakes



Project information is subject to change.

TR008 Parkway Street Light Replacement

Project Cost Breakdown

TR008

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$227,500	$227,500	$227,500	$227,500	$227,500	$260,000	$260,000
Design and Project Management	$87,500	$87,500	$87,500	$87,500	$87,500	$100,000	$100,000
General Overhead	$35,000	$35,000	$35,000	$35,000	$35,000	$40,000	$40,000
TOTAL	**$350,000**	**$350,000**	**$350,000**	**$350,000**	**$350,000**	**$400,000**	**$400,000**

Submitting Agency Funding Request

TR008

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$350,000	$350,000	$350,000	$350,000	$350,000	$400,000	$400,000
TOTAL	**$350,000**	**$350,000**	**$350,000**	**$350,000**	**$350,000**	**$400,000**	**$400,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical street lights
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Existing parkway lighting using mercury vapor fixtures and direct bury wiring has reached the end of its useful life. The functional lifespan of a new street light system with properly timed maintenance is roughly 35 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The parkway lights being replaced are over 50 years old.

What is the expected useful life of the project/improvement?

The functional lifespan of a new street light system is roughly 35 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Historically, many parkway lighting failures are due to direct bury wire faults. When direct bury wire fails, it then requires installation of temporary structures and overhead wiring until more permanent repairs can be completed. Deferring would likely lead to isolated scattered structural failures that could jeopardize public safety, as well as require off-hours response on an overtime basis. Estimated increased costs of $15-20,000 per year.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Traffic projects have leveraged other funding sources for its projects in cooperation with the Park Board.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This proposal consists of the replacement of deteriorated services, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

These lighting facilities cannot be properly maintained at the present level of maintenance funding. Aged, deteriorated, and obsolete units and associated underground wiring are not able to be replaced at a fast-enough rate to catch up on deferred maintenance. These structurally unsound poles and aged grounding wires can result in safety issues. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues. This asset has a service level of 3 "the asset works, but not well".

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

The City has repeatedly applied for Minnesota Bonding Money. To date, the City has received funding for Victory Memorial Drive lights, which were installed in 2010. The City and the Park Board have been working to combine the net debt bond funds with other sources to expedite the replacement of the remaining obsolete poles. The Park Board committed almost $1.5 million in capital and other funds for 2012 Parkway lighting replacement, but in recent years, the funding has fluctuated with some years receiving no additional Park Board funds. The Park Board funds are in addition to the City net debt bond contribution. Any funding cuts act to delay the completion of the overall system replacement.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, in some cases. Lighting will help make those corridors safer by making pedestrians more visible at night.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

collaboration with Art in Public Places:

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

($9,750)

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

It is estimated that personnel cost would be reduced by $4,500 and equipment rental by $1,500. As LED lights are installed savings of $100 in maintenance and $25 in electricity per fixture can be anticipated. At 26 poles and fixtures replaced per year the annual energy and maintenance savings cost is $3,750.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs, if program funding is reduced in a given year, less work will occur in that program year. Investment now on the replacement of lighting will reduce the cost for maintenance for a system that is beyond its service life. Lighting replacement is scalable as it is a one for one pole replacement.

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use (Complete Streets Policy. Adopted December 2021.). Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030. Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating. Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment. Improve the tree canopy and urban forest. Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This program performs work citywide around the Parkways.

Minneapolis Citywide
• White: 60.1%
• Of Color: 36.9%
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o Asian or Pacific Islander alone: 5.6%
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Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
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Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

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Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

This project will allow for the existing parkway lighting to be upgraded. The electrical cost of much of the existing system is based on a flat-rate per light. This project installs electrical meters and will more accurately reflect true usage. The quality of lighting will improve and the lighting will be focused down, and along the parkway, instead of upward. LED lighting will be included on years 2015 and beyond. Lights replaced previously will require the fixtures upgraded over time.

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City of Minneapolis

TR010 - Traffic Management Systems

Project Details:

Project Start Date: 3/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 10 of 58

Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-2343
Contact Email: Ryan.Anderson@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

The goal of this program is to increase mobility and safety for people who walk, bike, take transit, and drive throughout the City. This is accomplished by improving the infrastructure and devices in the field that City staff use to monitor and manage traffic operations at the City's Traffic Management Center (TMC). The main focus of projects is to upgrade and expand the existing communication links from traffic signals back to the TMC which will achieve higher bandwidth and increase reliability.

Purpose and Justification

Most of the existing communication links consist of interconnecting traffic signal cable that are over 30 years old, which have limited bandwidth. The TMC uses CCTV cameras to monitor traffic conditions, evaluate traffic signal operations, and validate maintenance requests for faster response time. Video detection systems can also be viewed and adjusted from the TMC. There is an increasing need to install more CCTV cameras and video detection systems making it essential that there are adequate communication links to support the video feed.

Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain synchronization and staff can respond quickly to power outages and signal wrecks. Thus, it is essential to build a reliable communication network to prevent single communication link failures from causing entire traffic signal groups to lose communication.

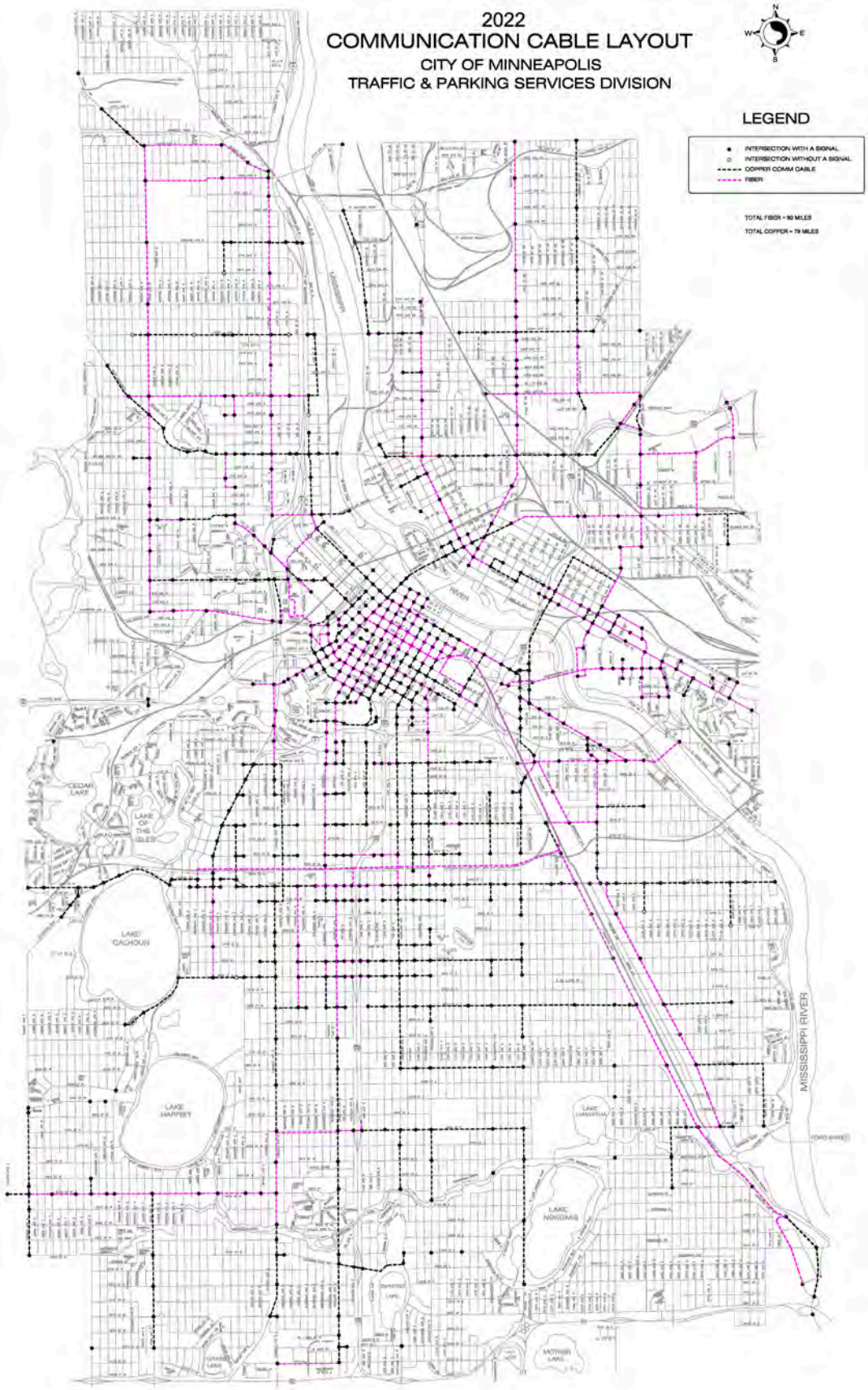
The City operates about 820 traffic signals that are interconnected to the City's TMC. This program's focus is to upgrade existing copper interconnect to fiber and install communication links to traffic signals not currently connected to the City's TMC.

As connected vehicles and other smart technology emerge, it is anticipated that more devices will need to be implemented in the field. Larger signal cabinets will be needed to operate all the new technology and more data will need to be sent via the communication network.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

2022
COMMUNICATION CABLE LAYOUT
CITY OF MINNEAPOLIS
TRAFFIC & PARKING SERVICES DIVISION



3/9/2023

E2525-18

Project Cost Breakdown

TR010

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$260,000	$162,500	$2,535,000	$2,583,750	$942,500	$1,202,500	$1,202,500
Design and Project Management	$100,000	$62,500	$975,000	$993,750	$362,500	$462,500	$462,500
General Overhead	$40,000	$25,000	$390,000	$397,500	$145,000	$185,000	$185,000
TOTAL	**$400,000**	**$250,000**	**$3,900,000**	**$3,975,000**	**$1,450,000**	**$1,850,000**	**$1,850,000**

Submitting Agency Funding Request

TR010

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$150,000	$250,000	$1,150,000	$1,325,000	$1,200,000	$1,600,000	$1,600,000
Intergovernmental Revenues	$250,000	$0	$2,750,000	$2,650,000	$250,000	$250,000	$250,000
TOTAL	**$400,000**	**$250,000**	**$3,900,000**	**$3,975,000**	**$1,450,000**	**$1,850,000**	**$1,850,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Underground Infrastructure, handholes, and cabling
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Bandwidth is limited on copper interconnect and upgrading to fiber is necessary for expanding camera use, transit signal priority and other ITS devices.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing copper interconnect and conduit being replaced is at the end of useful life. Conduit runs predating 1973 are assumed to contain asbestos.

What is the expected useful life of the project/improvement?

Fiber optic cable has a life span of 20-25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Leaving this project unfunded prevents the efficient use of some modern traffic signal systems due to limitations of aging interconnects.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for the project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater

runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The project consist of upgrading interconnect, other ITS devices, and citywide signal retiming
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Most of the existing communication links consist of interconnecting traffic signal cable that are over 30 years old, which have limited bandwidth. The TMC uses CCTV cameras to monitor traffic conditions, evaluate traffic signal operations, and validate maintenance requests for faster response time. Video detection systems can also be viewed and adjusted from the TMC. There is an increasing need to install more CCTV cameras and video detection systems making it essential that there are adequate communication links to support the video feed.

Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain synchronization and staff can respond quickly to power outages and signal wrecks. Thus, it is essential to build a reliable communication network to prevent single communication link failures from causing entire traffic signal groups to lose communication.

The City operates about 820 traffic signals that are interconnected to the City's TMC. This program's focus is to upgrade existing copper interconnect to fiber and install communication links to traffic signals not currently connected to the City's TMC.

As connected vehicles and other smart technology emerge, it is anticipated that more devices will need to be implemented in the field. Larger signal cabinets will be needed to operate all the new technology and more data will need to be sent via the communication network. Currently the service level is 3 "the asset works, but not well".

Submitting Agency Funding Request

TR010

	2022 Council Adopted
Bond Activity	$335,000
TOTAL	**$335,000**

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes, the City was awarded $2,400,000 in the Metropolitan Council's Regional Solicitation process, for ITS upgrades in 2026.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has been awarded a grant for ITS/TMC upgrades in 2026. The City received a grant for Citywide signal retiming with 2025 funding. Data collection, modeling and implementation for the city retiming will begin in 2024 and end in 2026.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Hennepin County. Collaboration with partners will focus on projects in locations and corridors with mutual benefit potential. These are typical for projects along the CSAH system and allow for sharing of costs for contractors and materials.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Traffic signal communication will need to be improved along future Bus Rapid Transit (BRT) projects such as the E-line and F-line to allow for better transit signal priority and vehicle detection. Having a strong fiber backbone will allow us the bandwidth to closely monitor bus operations with PTZ cameras.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The enhanced fiber backbone will allow for more reliable bike and pedestrian detection for safer street crossing.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide
• White: 60.1%
• Of Color: 36.9%
o Black or African American alone: 18.2%
o American Indian and Alaskan Native alone: 1.0%
o Asian or Pacific Islander alone: 5.6%
o Other alone: 0.5%
o Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within TR010 typically fall under:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The new communication links require about the same operations and maintenance costs as the existing network.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Ongoing projects in TR22 have caused us to use TR10 money to incorporate Traffic fiber into the projects for 2023 and 2024.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase the amount of funding for each year, which would help cover unexpected costs. A reduction in funding could reduce or delay improvements to several areas of the City.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

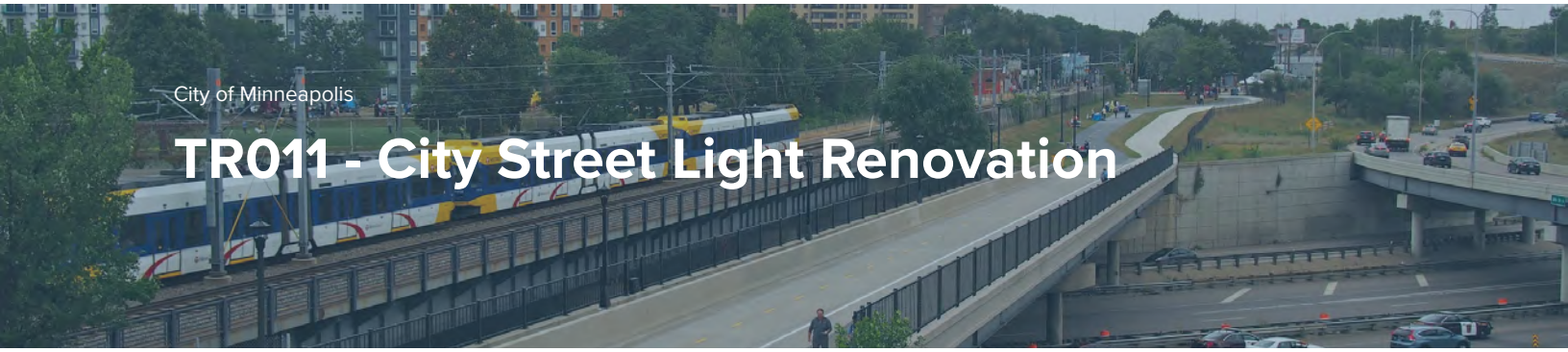
The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

TR010 program benefit is primarily focused on increasing communication bandwidth between traffic signals to allow better coordination, as well as additional signal control innovations such as video detection, transit signal priority, improved monitoring capability and more flexible timing. It also allows for replacement of broken conduits to allow for pulling of new cables.

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City of Minneapolis

TR011 - City Street Light Renovation

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/14/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 11 of 58

Submitting Agency: Public Works
Contact Person: Joe Laurin
Contact Phone Number: 612-673-5987
Contact Email: Joseph.Laurin@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

This capital project would continue a multi-year renovation program for the City's existing metal pole street lighting facilities. The City of Minneapolis has approximately 7,000 metal street lighting poles (30-40 ft. heights) distributed throughout the City generally located in commercial areas and along some arterial roadways. A significant percentage of the City's poles are approximately 40 to 60 years old, having been installed between 1954 and 1963. A significant number of these light poles and their anchorage are at, or are reaching, the end of their serviceable life due to the corrosive effects of salt on the lower six feet of the steel pole. A similar number of low level (12-15' height poles) with decorative fixtures are installed in commercial, residential and entertainment districts throughout Minneapolis and have similar issues with deterioration and required replacement.

Purpose and Justification

It is imperative that a street light renovation program be maintained. The average cost for replacing a light pole and transformer base, including rebuilding its foundation anchorage is estimated at $5,000. With an estimated 800 units needing to be replace over the next ten years, the cost ($4,000,000 in 2007 dollars) far exceeds the funding available in the annual operating and maintenance budget for street lighting. A material condition audit in 2016 found close to 100 poles deemed hazardous and requiring immediate replacement and hundreds of others rated in poor condition. Phase 2 of the audit was completed in 2017 and found an additional 600 deficient poles requiring replacement. Additionally, each year around 300-400 street light poles are painted in-place to preserve the asset and extend its useful life, delaying the need for full replacement.

The funding proposed for 2024 is a continuation of the program that began in 2005. In 2005, $1,000,000 was appropriated for this project and all the money was spent in that year. This is the start of a long-term renovation program, one that will require a substantial ongoing. This ongoing replacement cost is assuming a 35-year pole lifespan. Priority will be given in the immediate and near future to addressing the unsafe and poor condition streetlight poles.

In addition to pole maintenance and replacement, a portion of the renovation budget is allocated for LED fixture replacement. LED fixtures promise great energy savings and longer fixture life. A part of the budget is planned to be used to procure and install LED fixtures, introducing a transition away from high pressure sodium (HPS) light fixtures. Funding increases are requested to expedite the conversion of existing HPS fixtures to LED fixtures. The conversion from HPS to LED should greatly reduce operation and maintenance costs, as LED fixture typically consume 60-70% less energy and last 400-500% longer.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

TR011

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$975,000	$975,000	$975,000	$975,000	$975,000	$975,000	$975,000
Design and Project Management	$375,000	$375,000	$375,000	$375,000	$375,000	$375,000	$375,000
General Overhead	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
TOTAL	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**

Submitting Agency Funding Request

TR011

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000
TOTAL	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**	**$1,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical infrastructure, street lights
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a replaced street light pole asset is roughly 30 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The 2017 street light audit has identified 600 street light poles to be deficient and in need of repair. These identified assets have reached the end of their useful service life.

What is the expected useful life of the project/improvement?

The functional lifespan of a new street light system is roughly 30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead to isolated scattered structural failures that could jeopardize public safety, as well as require off-hours response on an overtime basis. Estimated increased costs of $25,000-35,000 per year.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Traffic projects have leveraged other funding sources for its projects. Traffic has a great record of using interagency cooperative agreements with Hennepin County, MnDOT and Metro Transit to obtain partial funding for both Traffic and streetlighting capital improvements, with 50% matches typical on signals and streetlighting on or abutting their right of way.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis street light policy follows the darky sky requirements of no “up light”.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

It is imperative that a street light renovation program be maintained. The average cost for replacing a light pole and transformer base, including rebuilding its foundation anchorage is estimated at $5,000. With an estimated 800 units needing to be replace over the next ten years, the cost ($4,000,000 in 2007 dollars) far exceeds the funding available in the annual operating and maintenance budget for street lighting. A material condition audit in 2016 found close to 100 poles deemed hazardous and requiring immediate replacement and hundreds of others rated in poor condition. Phase 2 of the audit was completed in 2017 and found an additional 600 deficient poles requiring replacement. Additionally, each year around 300-400 street light poles are painted in-place to preserve the asset and extend its useful life, delaying the need for full replacement. Currently the service level is 3 "the asset works, but not well"

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Approximately $1.3 million in American Rescue Plan Act (ARPA) funding was allocated to City of Minneapolis street lighting. A significant portion of that funding was specific for repair of the existing street lighting system and accelerated conversion of LED in identified cultural corridors. This one-time funding will help with some immediate and location specific needs, but continual renovation funding will be required for the street lighting system to be sustainable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This program is also occasionally used to cover some costs on cooperative projects with other agencies such as MnDOT.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

($130,000)

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Approximately 1,000 LED fixtures can be converted per year in the 2021 budget. These should save approximately $30 per year energy savings and $50 per year in amortized maintenance savings for a total of $80 per fixture or $80,000 per year. Pole painting about 150 poles per year should add 10 years of life per pole at $30 per year amortized replacement cost for a total of $45,000. Pole replacements should save $5000 per year in emergency overtime costs. Total savings of $130,000 per year. This does not factor in rate increases from Xcel.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Any prior year remaining bond authorizations are rolled into the next program year to be spent.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs, if program funding is reduced in a given year, less work will occur in that program year. Pole replacement and LED installs are very flexible and can easily be increased for additional funds. The work can be done in the winter when other work is at a lull.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
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Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City’s public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City’s public right of way.

Public Health
The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life.” Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in

accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

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1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

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The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

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Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

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Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide
• White: 60.1%
• Of Color: 36.9%
o Black or African American alone: 18.2%
o American Indian and Alaskan Native alone: 1.0%
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o Other alone: 0.5%
o Two or more races alone: 4.7%
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What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

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Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within TR011 are typically:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and

advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

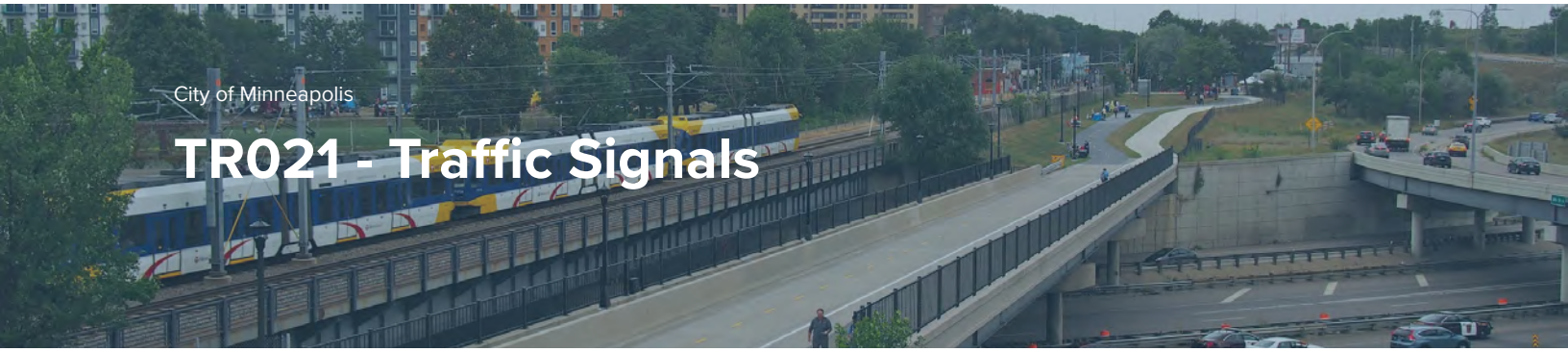
Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Funding allocated to replacement and/or painting of light poles and bases will reduce the cost for maintenance of a system that is beyond its service life.

Pedestrian, bicyclists, and motorists will benefit from this project. The cost premium for LED light fixtures compared to high pressure sodium lights fixtures has virtually been eliminated, as the technology and warranties appear much more reliable. The light fixture conversion would have great long-term benefits for the City.

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City of Minneapolis

TR021 - Traffic Signals

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 12 of 58

Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-3986
Contact Email: Ryan.Anderson@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

The primary objective of this project is to replace aging (30+ years) and obsolete traffic signal system equipment (e.g., signal poles, mast arms, foundations, traffic signal control cabinets, wiring, and underground conduit). The signal systems will be upgraded to include state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Another objective is to replace the red and green LED illuminated traffic signal indicators that have reached the end of their service life.

Purpose and Justification

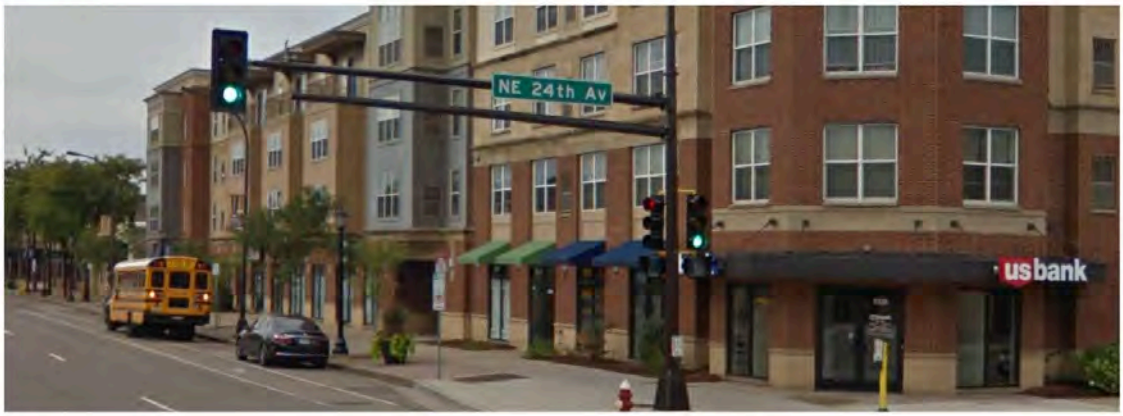
This project is intended to improve the overall safety of the transportation system. Sufficient funds have not been available in the operations and maintenance general fund budget to permit an extensive replacement program. Over the past several years, city funding has been reduced for traffic signal maintenance, further reducing the efforts to replace traffic signal equipment. The City operates and maintains over 820 traffic signal systems, with some of the equipment (e.g., traffic signal poles, mast arms, controller cabinets and controllers, etc.) in use for more than 30 years. There are a number of locations where signal poles and mast arms have started to deteriorate, such that this equipment was replaced for safety reasons. The Mayor and Public Works have identified additional capital dollars to replace failed or failing traffic signal equipment and infrastructure.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.

Minneapolis
City of Lakes

TRAFFIC SIGNALS





Project information is subject to change.

TR021 Traffic Signals

Project Cost Breakdown

TR021

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,625,000	$715,000	$942,500	$877,500	$1,625,000	$1,625,000	$1,625,000
Design and Project Management	$625,000	$275,000	$362,500	$337,500	$625,000	$625,000	$625,000
General Overhead	$250,000	$110,000	$145,000	$135,000	$250,000	$250,000	$250,000
TOTAL	**$2,500,000**	**$1,100,000**	**$1,450,000**	**$1,350,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**

Submitting Agency Funding Request

TR021

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$2,250,000	$1,100,000	$1,450,000	$1,100,000	$2,250,000	$2,250,000	$2,250,000
Intergovernmental Revenues	$250,000	$0	$0	$250,000	$250,000	$250,000	$250,000
TOTAL	**$2,500,000**	**$1,100,000**	**$1,450,000**	**$1,350,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: above and below ground Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Existing signals are aging and are nearing end of life. In 2021, the city began a condition audit of uprights which will be completed in 2022. About 40% of traffic signals are installed with APS and ADA compliant ped ramps.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The program will replace signals that are over 30 years old and lack ADA compliant ramps or APS.

What is the expected useful life of the project/improvement?

New signal infrastructure has an expected life span of 30-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead increased calls that require off-hours response on an overtime basis.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater

runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Scope of work includes full signal replacement and building ADA compliant ped ramps with APS. New LED davit lights are installed, along with more corrosion resistant galvanized steel bases, poles, and mast arms.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the overall safety of the transportation system. Sufficient funds have not been available in the operations and maintenance general fund budget to permit an extensive replacement program. Over the past several years, city funding has been reduced for traffic signal maintenance, further reducing the efforts to replace traffic signal equipment. The City operates and maintains over 820 traffic signal systems, with some of the equipment (e.g., traffic signal poles, mast arms, controller cabinets and controllers, etc.) in use for more than 30 years. There are a number of locations where signal poles and mast arms have started to deteriorate, such that this equipment was replaced for safety reasons. The Mayor and Public Works have identified additional capital dollars to replace failed or failing traffic signal equipment and infrastructure. The current service level is 3 "the asset works, but not well".

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has collaborated with Hennepin County to contribute funding to this program. Agreements will be written per project near the start of construction. The City has also begun a multiple year partnership with MnDOT to address traffic signals along State Trunk Highways and there are ongoing conversations with MnDOT to strategize more projects as part of this program. Collaborations have begun for Glenwood ADA, E Hennepin & Johnson, and Hwy 121 & Lyndale.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Hennepin County and MnDOT. Collaboration with partners will focus on signal rebuilds and modifications on the CSAH and state TH systems with the City using project funds to leverage cost match requirements.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Traffic signals upgrades are often by bus stops and locations of high pedestrian activity. New signal cabinet equipment will be compatible for bus transit signal priority. Pedestrian experience will improve by installing APS technology and new ADA compliant ped ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Traffic signals upgrades will include APS technology and ADA compliant ped ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

($20,000)

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

In general, the cost to maintain the signal system will be reduced by $20,000 per year. The replacement of aging and obsolete traffic signal system equipment will reduce the amount of money spent on maintenance for the replacement of failing equipment, while also reducing personnel time spent maintaining the aging and obsolete traffic signal system equipment. This would free up more time that can be used on previously understaffed work activities.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase funding in each year. Additional funding will allow Public Works personnel to replace aging and obsolete traffic signal equipment more quickly and install more pedestrian countdown timers and APS pushbuttons each year. Project costs are going up 30-50% so we will need more funding to do the same amount of work.

investment required to realize the full expected useful life of the project:

N/A

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Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

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3. Make transit facilities feel more welcoming and safer.

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2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

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The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within TR021 typically fall into:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and

advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

TR022 - Traffic Safety Improvements

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 13 of 58

Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-3986
Contact Email: ryan.anderson@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

The goal of this program is to increase safety for traffic, bicyclists, and pedestrians. The primary method of improving safety in this program is by upgrading deficient signal systems. Many traffic signals in the City lack overhead signal indications on mast arms. Deficient intersection locations are prioritized based on crash history. Before and after crash studies have shown up to an 80% reduction in right angle crashes and a 30% reduction in all crashes. The City has proposed several overhead signal conversion projects in 2024-2029. In addition to adding an overhead signal, these projects will upgrade the entire signal system to have state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Intersections with bicycle and pedestrian crashes will be evaluated and signal operations can be modified to improve safety.

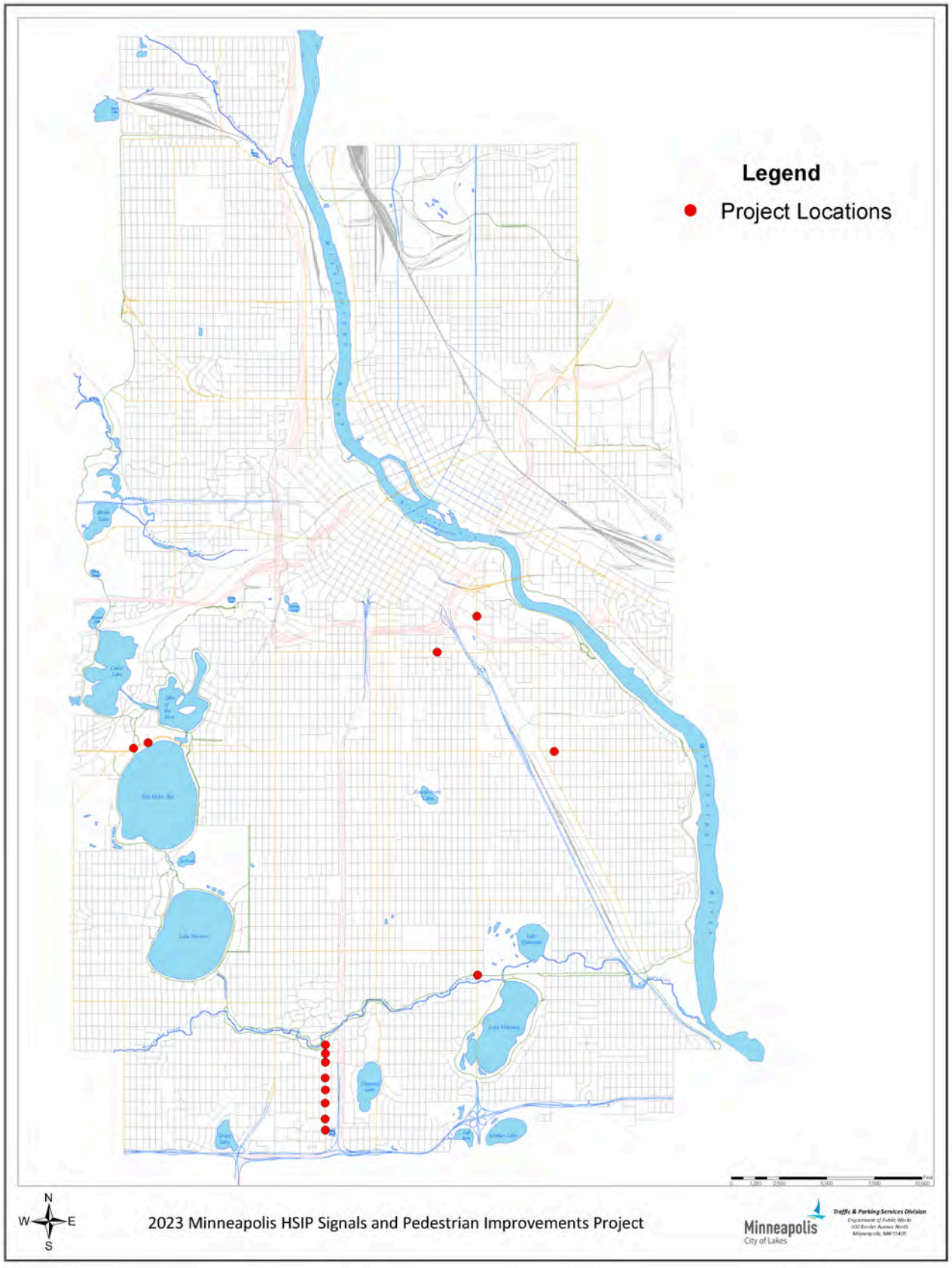
Additional safety projects may include:
• installing durable pavement markings.
• updating or replacing existing streetlights and bridge navigation lighting under various bridges/viaducts throughout the City.
• modifying street signs to comply with State and Federal standards.
• installing metro-sized street name signs for motorist on major commercial streets as they approach arterial streets.
• improving the condition and quality of bicycling and walking environments that provide access to and from schools.

Purpose and Justification

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mast arms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually-impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year-round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

TR022

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,777,750	$4,810,000	$6,457,750	$3,601,000	$1,072,500	$1,625,000	$1,625,000
Design and Project Management	$683,750	$1,850,000	$2,483,750	$1,385,000	$412,500	$625,000	$625,000
General Overhead	$273,500	$740,000	$993,500	$554,000	$165,000	$250,000	$250,000
TOTAL	**$2,735,000**	**$7,400,000**	**$9,935,000**	**$5,540,000**	**$1,650,000**	**$2,500,000**	**$2,500,000**

Submitting Agency Funding Request

TR022

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$500,000	$3,750,000	$6,515,000	$4,280,000	$1,650,000	$2,000,000	$2,000,000
Intergovernmental Revenues	$2,235,000	$3,650,000	$3,420,000	$1,260,000	$0	$500,000	$500,000
TOTAL	**$2,735,000**	**$7,400,000**	**$9,935,000**	**$5,540,000**	**$1,650,000**	**$2,500,000**	**$2,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: above and below ground Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Existing signals are obsolete and lack overhead mast arms, countdown timers, APS, and ADA compliant ped ramps.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

In 2021, the city began a condition audit of uprights which will be completed in 2022. About 40% of traffic signals are installed with APS and ADA compliant ped ramps.

What is the expected useful life of the project/improvement?

New signal infrastructure has an expected life span of 30-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead increased calls that require off-hours response on an overtime basis.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a

linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will upgrade infrastructure to meet the latest design standards, safety measures, and ADA compliance.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mast arms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually-impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year-round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity. Currently the service level is given a rating of 3 "the asset works, but not well".

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

Yes, see Submitting Agency Funding Request section, Intergovernmental Revenues.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has applied for and is receiving federal funding through the Highway Safety Improvement Program (HSIP) application through 2027. Several more applications will continue to be submitted. In 2023, 14 intersections in south Minneapolis will receive safety improvements along Nicollet Ave S, Cedar Ave S, Lake St, and Franklin Ave E. In 2024, 4 intersections along Broadway St NE will receive traffic control and pedestrian safety improvements. In 2025, 11 intersections will receive traffic signal and pedestrian safety improvements along 26th St W, 28th St W, Nicollet Ave, 1st Ave S, and 3rd Ave S. In 2025, 4 intersections along the E line route in southwest Minneapolis will receive traffic signal and pedestrian safety upgrades. In 2026, 4 intersections will receive traffic signal and pedestrian safety improvements along Lyndale Ave N. In 2026, 11 unsignalized intersections in the Whittier neighborhood will receive pedestrian safety upgrades. In 2027, 4 signals along Bloomington and Minnehaha Pkwy will receive traffic signal and pedestrian safety improvements. The Federal government will provide up to 90% of the construction cost for each of

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Traffic signals upgrades are often by bus stops and locations of high pedestrian activity. New signal cabinet equipment will be compatible for bus transit signal priority. Pedestrian experience will improve by installing APS technology and new ADA compliant ped ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Traffic signals upgrades will include APS technology and ADA compliant ped ramps. HSIP projects will install bump outs where feasible.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way is constrained at most intersections. Bump outs will be explored to improve ped ramp designs on constrained corners. Innovative design strategies will be explored if appropriate.

these projects, with the City providing the remaining amount.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners include Hennepin County. Collaboration with partners will focus on signal rebuilds and modifications on the CSAH with the City using project funds to leverage cost match requirements.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget as Public Works will reallocate the dollars to aging infrastructure elsewhere in the system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase funding in each year. Additional funding will allow Public Works to expedite some projects and allow for more safety measures to be implemented with additional projects.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health-
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in

accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice-
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide
• White: 60.1%
• Of Color: 36.9%
o Black or African American alone: 18.2%
o American Indian and Alaskan Native alone: 1.0%
o Asian or Pacific Islander alone: 5.6%
o Other alone: 0.5%
o Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

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Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

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Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

TR024 - Pedestrian Street Lighting Corridors

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/14/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 14 of 58

Submitting Agency: Public Works
Contact Person: Joe Laurin
Contact Phone Number: 612-673-5987
Contact Email: joe.laurin@minneapolismn.gov
Prior year(s) bond authorization amount: $0

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

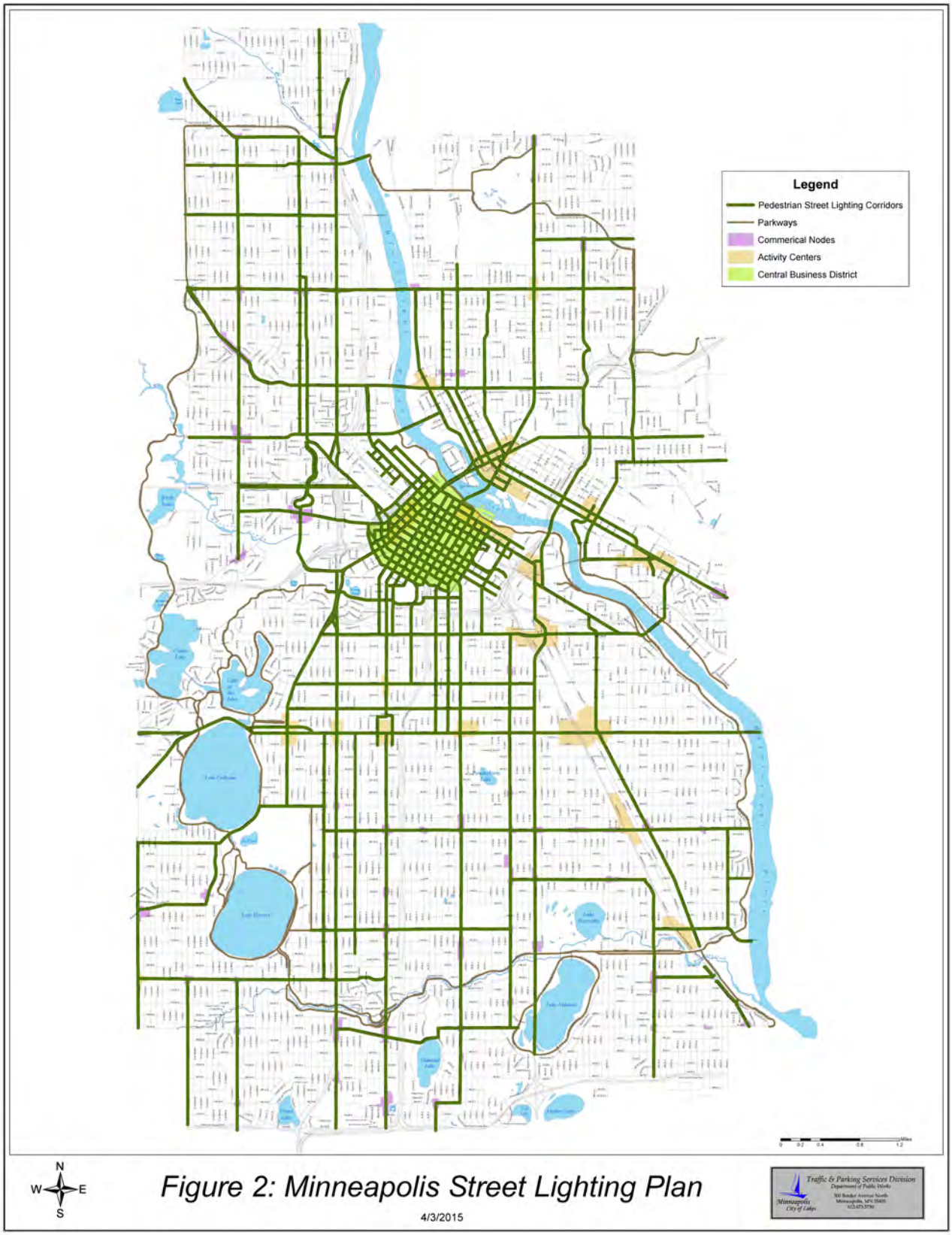
Project Description

The City of Minneapolis has identified numerous streets, neighborhood commercial nodes, and activity centers as Pedestrian Street Lighting Corridors (PSLC's) for the purposes of installing upgraded street lighting systems. These locations are identified in the City of Minneapolis Street Lighting Policy based on their access to transit, overall traffic/pedestrian volumes, and commercial use. The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). The City Council directed Public Works to amend the street lighting policy to promote the installation of lighting along PSLC's, and directed the department to remove the property assessment and owner petition requirements and provide City funding for the PSLC improvements.

Purpose and Justification

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users. In the past, street lighting on these PSLC's were assessed to abutting property owners requiring a majority of owners to opt out of the assessment during road construction projects. This process was re-examined in 2013 and the City agreed to change the funding mechanism to not assess property owners along PSLC's. Due to the extended time between full street reconstruction projects, the opportunities to install lighting on PSLC's through street reconstruction are limited. This program allows for some accelerated installation of pedestrian-level street lighting on PSLCs, which are not part of the current street reconstruction program. At current costs, per installed street light, the requested amount would allow for between approximately 60 poles/fixtures annually to be installed on PSLC's. Funding increases in the out years are requested to expedite the deployment of pedestrian-level street lighting on PSLC's.

Project Visuals and Map



Project Cost Breakdown

TR024

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$650,000	$650,000	$650,000	$650,000	$650,000	$650,000	$650,000
Design and Project Management	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000	$250,000
General Overhead	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
TOTAL	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Submitting Agency Funding Request

TR024

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
TOTAL	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$1,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure, lights
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?

N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

N/A

What is the expected useful life of the project/improvement?

The functional lifespan of a new street light system with properly timed maintenance is roughly 35 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

To defer or cancel this project would increase the timeline to build out the pedestrian street light corridor (PSLC) network. Generally the operating impact or maintenance costs would not be significantly impacted.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Traffic projects have leveraged other funding sources for its projects. Traffic has a great record of using interagency cooperative agreements with Hennepin County, MnDOT and Metro Transit to obtain partial funding for both Traffic and streetlighting capital improvements, with 50% matches typical on signals and streetlighting on or abutting their right of way.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including

streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposal consists of installing upgraded street light systems on pedestrian street light corridor roadways to meet the design criteria of the Minneapolis Street Lighting Policy.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP).The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users. Currently, existing pedestrian street lighting corridors have a service level of 3 or 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, this program specifically targets high-volume pedestrian corridors. Installing lighting will greatly improve safety and accessibility along these routes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, providing street lighting will improve the streetscape for pedestrians.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right of way is constrained in most cases. Lighting infrastructure typically is installed within the boulevard or within the furnishing zone behind the curb

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Ongoing costs include electricity, pole knockdowns, and bulb replacements. New poles will utilize LED technology, which are highly efficient both in terms of electrical usage and ongoing maintenance. Public Works will adjust operating expense requests as the number of street light poles increases, but expects future operational savings in the existing street lighting system as existing fixtures are converted to LED. Some marginal energy savings from replacing pre-existing wood pole lighting, but added LED poles should offset that savings.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The existing Public Works annual operating budget will maintain these upgrades.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase funding in each year. Additional funding will allow for more street lighting to be implemented with additional projects.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Individual program years will have unique racial demographics.

Minneapolis Citywide
• White: 60.1%
• Of Color: 36.9%
o Black or African American alone: 18.2%
o American Indian and Alaskan Native alone: 1.0%
o Asian or Pacific Islander alone: 5.6%
o Other alone: 0.5%
o Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within TR024 typically:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

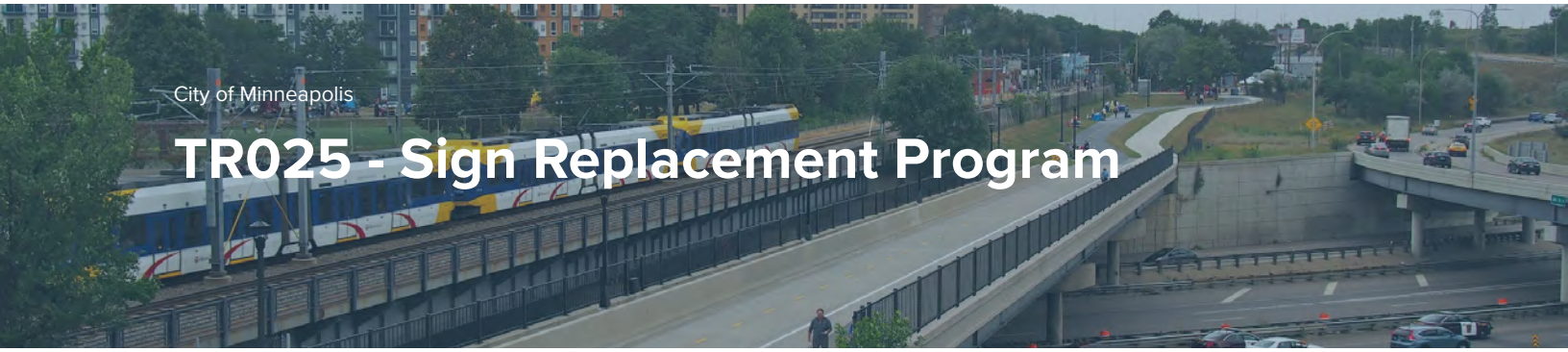
Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

TR025 - Sign Replacement Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Yes
Current Phase: Planning / Design / Construction
Level of Need: Significant
Department Priority: 15 of 58

Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: 612-673-3986
Contact Email: Ryan.Anderson@minneapolismn.gov

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

In 2005, the State of Minnesota published requirements for minimum levels of retro-reflectivity for roadway signs and mandated dates for compliance with the new standard. This language was based on the Federal requirements contained in the Manual on Uniform Traffic Control Devices (MUTCD). In 2010, the Federal Highway Administration decided to reconsider the original language and began the process of amending the language contained in the 2005 MUTCD. The proposed language that was offered for public comment essentially eliminated specific compliance dates but still retained the retro-reflectivity requirements. The comment period portion of the rulemaking process has passed and the adapted revised language includes:

Regulatory and Warning Signs
Federal Register/Vol. 77, no. 93 / Monday May 14, 2012 / Rules and Regulation
• Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign reflectivity at or above established minimum levels.
• An assessment or management method must be established within 2 years of date of the above revision.

The City of Minneapolis has chosen the Blanket Replacement Method where all signs in an area/corridor, or of a given type, should be replaced at specified intervals (10 to 15 years). The interval level will be based on expected sign life. The City recognizes the value of maintaining the visibility of roadway signs and in 2010 began planning the implementation of a program that will ensure adequate retro-reflectivity system wide. The program was originally funded under TR022. Beginning in 2015, the sign replacement program has been given its own project under TR025.

Purpose and Justification

These funds are requested to allow Public Works Traffic Operations to proceed with the plan for assuring compliance with federal and state standards for minimum levels of retro-reflectivity for roadway signs.

Project Visuals and Map

SIGN REPLACEMENT PROGRAM

Minneapolis
City of Lakes



Before



After


Before



Project information is subject to change.

TR025 Sign Replacement Program

Project Cost Breakdown

TR025

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$581,750	$581,750	$581,750	$581,750	$581,750	$581,750	$581,750
Design and Project Management	$223,750	$223,750	$223,750	$223,750	$223,750	$223,750	$223,750
General Overhead	$89,500	$89,500	$89,500	$89,500	$89,500	$89,500	$89,500
TOTAL	**$895,000**	**$895,000**	**$895,000**	**$895,000**	**$895,000**	**$895,000**	**$895,000**

Submitting Agency Funding Request

TR025

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$895,000	$895,000	$895,000	$895,000	$895,000	$895,000	$895,000
TOTAL	**$895,000**	**$895,000**	**$895,000**	**$895,000**	**$895,000**	**$895,000**	**$895,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical infrastructure signs
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Sign reflectivity can wear off and needs to be replaced every 10-15 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

City staff use a Cartograph asset database to track sign placement and installation date.

What is the expected useful life of the project/improvement?

Signs typically need to be replaced every 10-15 years to meet the reflectivity standards

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the sign replacement program began in 2014 over half the signs in Minneapolis have been replaced. Not funding this program would delay the continued progress towards completing replacement of 100% of roadway signs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The City of Minneapolis has chosen the Blanket Replacement Method where all signs in an area/corridor, or of a given type, should be replaced at specified intervals (10 to 15 years). The interval level will be based on expected sign life. The City recognizes the value of maintaining the visibility of roadway signs and in 2010 began planning the implementation of a program that will ensure adequate retro-reflectivity system wide.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

These funds are requested to allow Public Works Traffic Operations to proceed with the plan for assuring compliance with federal and state standards for minimum levels of retro-reflectivity for roadway signs. Generally, TR025 projects are completed on signs with a service level of 3 "the asset works, but not well".

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?
Maintains existing tax base.

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Maintain

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Sign replacement is very scalable and can be rapidly adjusted to increase if needed.

Minneapolis City Goals

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Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Transportation Action Plan –
Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health-
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice-
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)

Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.

Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.

Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.

Improve the tree canopy and urban forest.

Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide
• White: 60.1%
• Of Color: 36.9%
o Black or African American alone: 18.2%
o American Indian and Alaskan Native alone: 1.0%
o Asian or Pacific Islander alone: 5.6%
o Other alone: 0.5%
o Two or more races alone: 4.7%
• Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: http://go.minneapolismn.gov/get-involved

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Projects within TR024 typically:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and

advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers

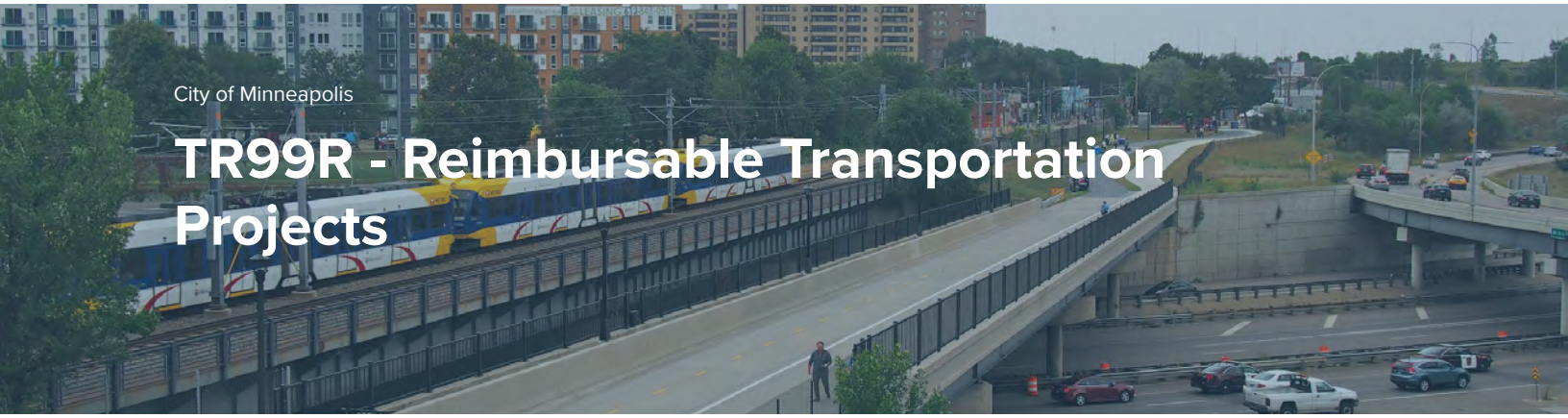
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

The project started in 2012. In the first two years of the program, City staff completed an inventory and condition rating of the over 80,000 signs within the City. This was a necessary first step before embarking on the full installation program that will use the remaining project funding. Sign replacement began in 2014, and is continuing each year. Over half the signs have been replaced to date.

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City of Minneapolis

TR99R - Reimbursable Transportation Projects

Project Details:

Submitting Agency: Public Works
Contact Person: Ryan Anderson
Contact Phone Number: (612)-673-3986
Contact Email: Ryan.anderson@minneapolismn.gov
Departmental Priority: 16 of 58
Prior year(s) bond authorization amount: $3,500,000

Project Location:

Address: Various locations citywide
City Sector: Various locations citywide
Affected Neighborhoods: Various locations citywide
Affected Wards: Various locations citywide

Project Description

These funds are requested to allow Public Works Traffic Operations to do “work for others” (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification

These funds allow projects to move forward in a timely and efficient manner, providing a service to local businesses, to other agencies, and to individuals.

Project Cost Breakdown

TR99R

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$390,000	$390,000	$390,000	$390,000	$390,000	$390,000	$390,000
Design and Project Management	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000	$150,000
General Overhead	$60,000	$60,000	$60,000	$60,000	$60,000	$60,000	$60,000
TOTAL	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**

Submitting Agency Funding Request

TR99R

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Charges for Services and Sales	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000
TOTAL	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$600,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Various
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

This program constructs projects as requested by other agencies, businesses and individuals; those entities are responsible for the maintenance of their assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The current condition of the asset will vary based on project, and are determined by the requesting agency, business or individual.

What is the expected useful life of the project/improvement?

The functional lifespan of projects completed in TR99R vary based on project and are designed to maximize useful life as desired by the requesting agency, business or individual.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This program is funded by outside parties working in the city right of way contract Public Works Traffic Operations to perform repairs. Costs of deferring the project would be the responsibility of the agency, business or individual who requested the work.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All costs are paid by outside parties and have no impact on operating budgets.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater

runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The PV99R program allows Public Works Traffic Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual. Work being performed is based on the needs of the agency, business or individual that has contracted Public Works Traffic Operations
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level for TR99R is determined by the requesting agency, business or individual. The TR99R program allows Public Works Traffic Operations to perform "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This program is funded by outside parties who contract Public Works Traffic Operations to complete work.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Project partners who hire Public Works Traffic Operations to complete work, can include other City of Minneapolis Divisions and Departments, Developers and Private Contractors as well as others. These agencies, businesses or individuals will reimburse Public Works for the work completed.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Traffic Control Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects are generally completed within the same year that they are started and are fully reimbursed by the agency, business, or individual who contracted Public Works Traffic Operations to complete the work.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Timing is dependent on the agency, business or individual who contracted Public Works Traffic Operations to complete the work

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an annual program whose funding is based on the amount of work that Public Works Traffic Operations is doing on behalf of others.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Minneapolis is a growing and vibrant world-class city with a flourishing economy and a pristine environment, where all people are safe, healthy and have equitable opportunities for success and happiness.
Below is a description of how this project meets each of the City's Goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community:

Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.

ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City’s public right of way.

Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.

Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.

Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City’s public right of way.

Public Health-
The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life.” Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice-
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation
Action Plan.

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Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

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Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For the TR99R program engagement is the responsibility of the requesting agency, business or individual and generally is:
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
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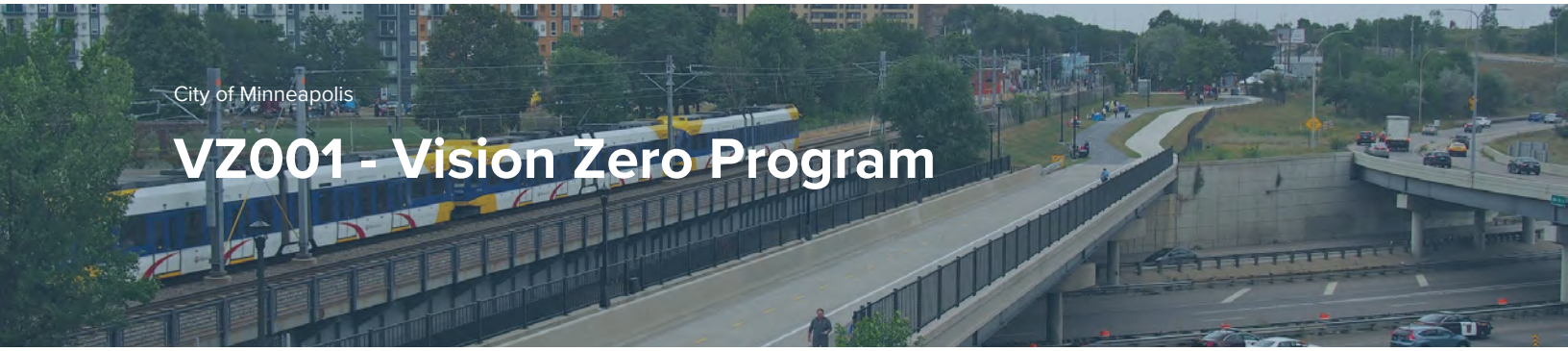
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Once again, this is a reimbursable program, which provides flexibility in working with the city's customers.

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City of Minneapolis

VZ001 - Vision Zero Program

Project Details:

Project Start Date: 4/15/2024
Estimated Project Completion Date: 11/15/2029
Ongoing Program: Y
Current Phase: Planning / Design / Construction
Level of Need: Critical
Department Priority: 1 of 60

Submitting Agency: Public Works
Contact Person: Luke Hanson
Contact Phone Number: (612) 875-7237
Contact Email: luke.hanson@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $500,000

Project Location:

Address: Various Locations Citywide
City Sector: Various Locations Citywide
Affected Neighborhoods: Various Locations Citywide
Affected Wards: Various Locations Citywide
Description of Location: Various Locations Citywide

Project Description

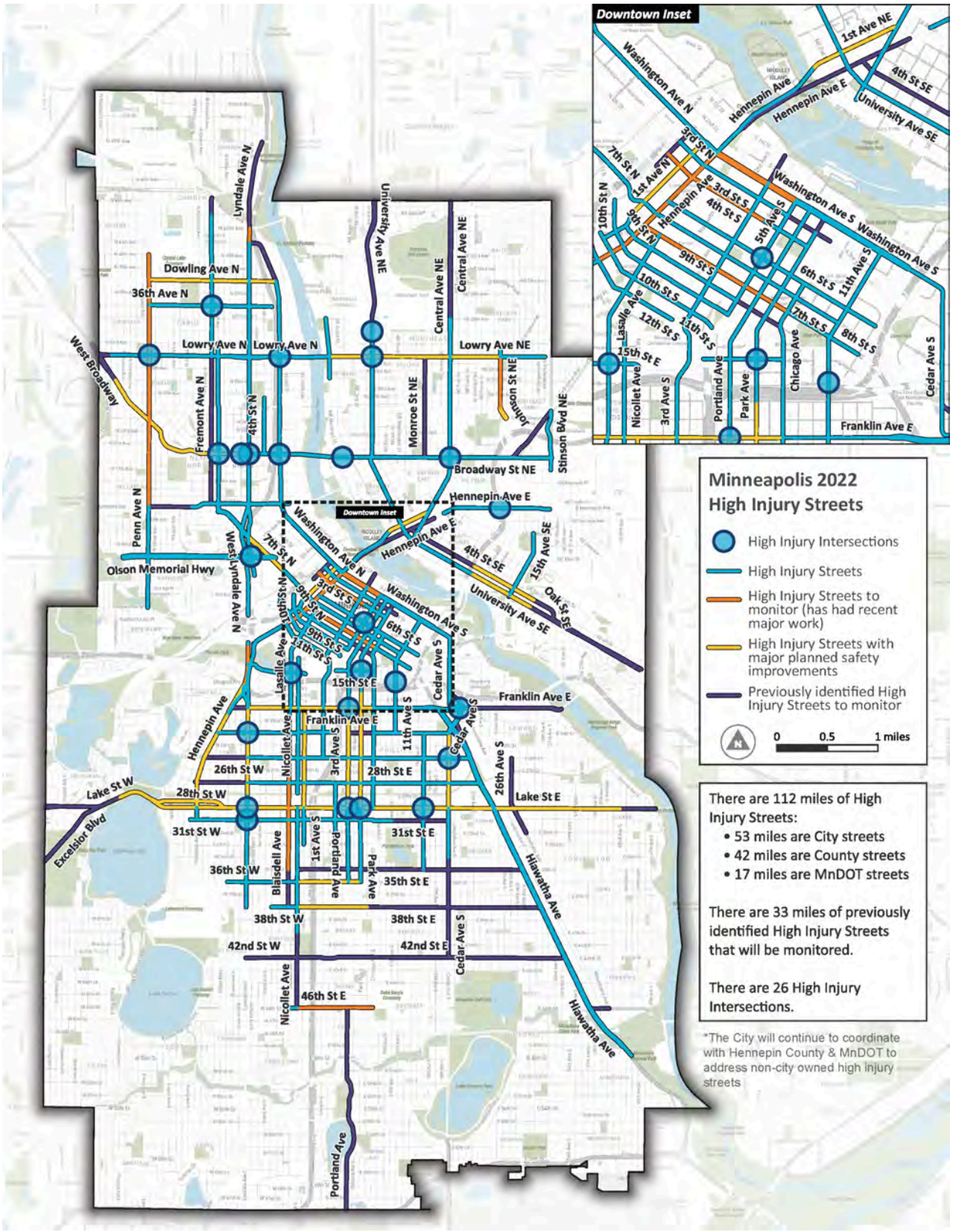
This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan as well as other streets with documented crash problems. Safety improvements will consist of, but are not limited to, treatments that have proven effective at eliminating crashes and encourage safer driving behaviors. These improvements are intended to provide a similar user experience as curb extensions, medians, and lane narrowing. Safety improvements may be provided through curbs, medians, bollards/flexible traffic posts, planters, turning wedges, hardened centerlines, or other vertical features. Other crossing improvements to be considered will include durable crosswalk markings, high visibility pavement markings, ADA accessible curb ramps, and active warning beacons.

Purpose and Justification

Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. As a part of the City's Vison Zero Action Plan (updated in 2023) High Injury Streets were identified as corridors with a concentration of severe and fatal crashes. To reduce traffic deaths and severe injuries, the Vision Zero Action Plan prioritizes the need to use design, infrastructure, and operations to improve traffic safety. This program will support the Vision Zero Action Plan by making cost-effective safety improvements systematically and rapidly on High Injury Streets.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

VZ001

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$325,000	$325,000	$325,000	$3,575,000	$6,825,000	$6,825,000	$6,825,000
Design and Project Management	$125,000	$125,000	$125,000	$1,375,000	$2,625,000	$2,625,000	$2,625,000
General Overhead	$50,000	$50,000	$50,000	$550,000	$1,050,000	$1,050,000	$1,050,000
TOTAL	**$500,000**	**$500,000**	**$500,000**	**$5,500,000**	**$10,500,000**	**$10,500,000**	**$10,500,000**

Submitting Agency Funding Request

VZ001

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Intergovernmental Revenues	$0	$0	$0	$4,500,000	$8,500,000	$8,500,000	$8,500,000
Bond Activity	$500,000	$500,000	$500,000	$1,000,000	$2,000,000	$2,000,000	$2,000,000
TOTAL	**$500,000**	**$500,000**	**$500,000**	**$5,500,000**	**$10,500,000**	**$10,500,000**	**$10,500,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal infrastructure, street
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

VZ001 is implementing the City's Vision Zero Action Plan and is adding safety improvements that will lead to the City's goal of zero traffic deaths by 2027. The condition of the existing asset or intersection being addressed is not measured in terms of remaining life, but how effectively it supports the City's goal of zero traffic deaths by 2027. Improvements made through VZ001 are designed to provide immediate mitigation for traffic safety related concerns until permanent infrastructure can be implemented.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City recently completed an updated analysis of the High Injury Street Network. The City uses crash safety data to identify and prioritize intersections for Vision Zero safety improvements. This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan as well as other streets with documented crash problems.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The VZ001 program is used to implement safety improvements that will lead to the City's goal of zero traffic deaths. Deferring funding for VZ001 would impact the City's ability to meet its Vision Zero goals of zero traffic deaths or severe injuries on City streets by 2027.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City will use it's existing maintenance budget to keep these improvements in good condition. See the Partnerships section for non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Vision Zero Capital Program began funding proactive safety treatments on High Injury Streets in 2021. The program installs treatments that have proven safety benefits. Public Works partnered with the University of Minnesota for additional evaluation of pedestrian safety benefits of 2021 treatments; that research found improved rates of drivers stopping for pedestrians at most treatment sites. Additional evaluation work is planned for treatments in the Vision Zero program in 2023 and 2024 as part of another University of Minnesota research project. The 2023-2025 Vision Zero Action Plan includes an updated High Injury Street map, which includes 9% of city streets that had 66% of severe and fatal crashes from 2017-2021. The Vision Zero Capital Program installs cost-effective safety improvements rapidly and systematically on the 53 miles of city-owned High Injury Streets to strategically target improvements on the corridors that pose the highest risk of injury.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. As a part of the City’s Vison Zero Action Plan (updated in 2023) High Injury Streets were identified as corridors with a concentration of severe and fatal crashes. To reduce traffic deaths and severe injuries, the Vision Zero Action Plan prioritizes the need to use design, infrastructure, and operations to improve traffic safety. This program will support the Vision Zero Action Plan by making cost-effective safety improvements systematically and rapidly on High Injury Streets. VZ001 primarily targets intersections and portions of City streets that fall between a score of 3-4 as these streets have documented crash history and do not have asset conditions that necessitate an immediate street reconstruction.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time. The City plans to apply in 2023 for a federal Safe Streets for All grant that would support this work. That grant requires a 20% local match, which would be provided by this capital program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

N/A

Economic Development

Will the project contribute to growth in the City's tax base?

Yes, supports moderate tax base growth.

Describe the economic development impact of the project:

Vision Zero supports moderate tax base growth by prioritizing pedestrian safaty within the City limits. This will encourage residents and visitors alike to spend more time walking to local businesses.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Reducing severe and fatal crashes is part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, these projects will improve facilities for both pedestrians and bicyclists and will provide more safe conditions on Minneapolis Streets for all modes of transportation overall.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, right-of-way is constrained in most of these corridors, and there are tradeoffs in some of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of the Vision Zero Action Plan. Many of the safety

treatments that will be implemented do not require tradeoffs between modes.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The request will not change the current operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project? N/A

Year that Operating Incr/(Decr) will take effect? 2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Maintenance costs will vary depending on the type of treatment installed. Public Works has calculated estimates for annual maintenance of similar treatments, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As more safety projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Unspent balances will be rolled forward to fund the Vision Zero Program in future years. The size and the scope of work can be adjusted to use available funds.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement six to twelve months before each safety project is scheduled for implementation.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects are anticipated to be less than one-year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety
Collaborative and community-inclusive strategies to ensure safety for all members of our community:

- Transportation Action Plan – Safety Goal to reach Vision Zero by prioritizing safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- ADA Transition Plan for Public Works – Identify accessibility barriers, establish priorities for improvement, and develop an implementation plan for removing accessibility barriers in the City's public right of way.
- Vision Zero Action Plan – The City is committed to eliminating all serious and fatal injuries on city streets by 2027.
- Complete Streets Policy – The City of Minneapolis is committed to building a complete and integrated public right of way to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking, biking, taking transit, or driving.
- Minneapolis Street Design Guide – The Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Public Health
The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The Minneapolis Transportation Action Plan includes a Progress section that has a series of strategies and actions to define a more intentional approach toward racial equity and justice in the plan. These strategies are:

1. Implement a racial equity framework for transportation
2. Build trust and achieve greater outcomes through equitable engagement
3. Create transparent and accountable measure for evaluation of plans, programs, and projects

Environmental Justice
The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The City of Minneapolis seeks to prioritize sustainable practices to advance the vision laid out in the Minneapolis Climate Action Plan and supported by The Transportation Action Plan.

- Plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use. (Complete Streets Policy. Adopted December 2021.)
- Reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- Support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improve the public realm to support a pedestrian friendly, high-quality and distinctive built environment.
- Improve the tree canopy and urban forest.
- Improve air quality by reducing emissions of pollutants that harm human health and the environment.

Built Environment and Transportation
The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to a sense of place and community identity. The City will also proactively improve the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are thoughtfully connected.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
  - Black or African American alone: 18.2%
  - American Indian and Alaskan Native alone: 1.0%
  - Asian or Pacific Islander alone: 5.6%
  - Other alone: 0.5%
  - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

During engagement for the Transportation Action Plan the City held several community dialogues (small group discussions) with communities of different cultures, languages and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here.

African American Community Dialogue:
1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:
1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:
1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Native American Community Dialogue:
1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

Southeast Asian
1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

What data is available or missing? How can you obtain additional data?

In recent years Public Works conducted engagement for the Transportation Action Plan and the 20-Year Streets Funding Plan, both of which included engagement around equity. The summaries of these engagement efforts offer a variety of data that help give insight into issues around transportation equity.

The 20-Year Streets Funding Plan engagement summary can be found in Appendix B of the 20-Year Streets Funding Plan, which includes participant responses to questions and high-level summaries.

The summary of engagement for the Transportation Action Plan can be found on the engagement page of the website. As part of that engagement Public Works held seven community dialogues to connect with communities of different cultures, languages and abilities through small group discussions. Summaries from these conversations and other engagement related to racial equity can be found on the website and are a useful data source to help apply an equity lens to transportation planning and programming.

The primary equity-focused dataset that Public Works uses is the Equity Considerations Dataset from the Metropolitan Council. This dataset provides equity-relevant characteristics for each census tract in the Twin Cities region. Formerly known as the Areas of Concentrated Poverty dataset, it has been greatly expanded to provide a more nuanced portrait of neighborhoods, with data on: demographic and socioeconomic characteristics (including multiple income levels); racial/ethnic/cultural groups; historical data on discriminatory practices; facets of housing markets; land use, environment/climate, amenities, and employment/commuting patterns.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between inform and involve along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach collaborate. The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). Typically, VZ001 projects fall under inform.
Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

The main engagement that informed the selection of this project/program was held during engagement for the 20-Year Streets Funding Plan. During the development of the 20-Year Streets Funding Plan, Public Works developed a criteria-based process with a focus on racial and economic equity to prioritize street projects on an annual basis. The process is data driven, but also creates and seizes opportunities to align with established city goals and priorities. The criteria and relative weighting were informed by staff, public, and stakeholder input. The criteria specifically apply to the selection of street paving capital projects. A full summary of the engagement for the plan can be found in Appendix B, which includes individual participant responses and various themes that were identified after analysis of the responses.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

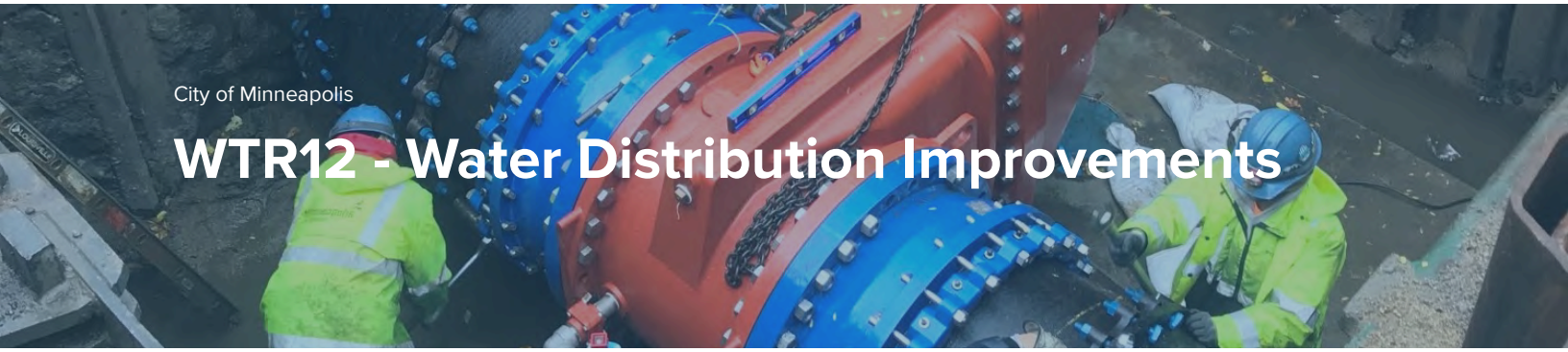
• 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people
• 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people
• 27% people of color households do not have access to a car; this number is 11% for white households
• Average commute time for white workers is 22 minutes versus 24 minutes for people of color workers and 27 minutes for black workers
• 43% of severe and fatal crashes are in Transportation Equity Priority areas 1 and 2 while 28% of residents live in these neighborhoods.
• 49% of High Injury Streets are in Transportation Equity Priority areas 1 and 2 while these areas contain only 20% of all streets.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

Additional Information

More information about the Vision Zero Program is available at the following websites:
Minneapolis Public Works - https://www.minneapolismn.gov/government/programs-initiatives/visionzero/actions-taken/vz-projects/

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City of Minneapolis

WTR12 - Water Distribution Improvements

Project Details:

Project Start Date: 1/1/2011
Estimated Project Completion Date: 12/31/2029
Ongoing Program: Yes
Current Phase: Construction
Level of Need: Critical
Department Priority: 1 of 12

Submitting Agency: Public Works - Water
Contact Person: Marie Asgian
Contact Phone Number: 612-673-5682
Contact Email: Marie.asgian@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $6,000,000 in 2021, $6,000,000 in 2022, and $6,000,000 in 2023.

Project Location:

Address: Various locations throughout the city
City Sector: Multiple
Affected Neighborhoods: Various
Affected Wards: Various
Description of Location: Various locations throughout the city

Project Description

Water Distribution Improvement funds are used for rehabilitation or replacement of water main, hydrants, valves, meters, and other water distribution system components. The City's water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and manholes, and 100,000+ water meters with automated reading devices. This system reliably delivers high quality drinking water with sufficient flow to provide fire protection to all those living, working, or visiting the City as well as our suburban wholesale customers. Elements of original infrastructure dating back to 1872, when the City added water main for domestic use to the existing distribution system for fire protection, are still fully functional. The system has remained resilient and reliable due to strategic infrastructure reinvestment in renewal or replacement of water distribution system assets as funded by WTR12.

The Distribution improvement program work includes water main renewal (cleaning and lining, structural lining, etc.) and/or replacement. Replacement of hydrants, valves, manholes, and meters are also included.

Purpose and Justification

The Water Distribution Improvement program is a reinvestment in the City's infrastructure to maintain system reliability and viability. This annual program consists of the following major elements:

Water main cleaning and lining - 69% of the City of Minneapolis' 1,000 miles of water main are made of unlined cast iron pipe installed between 50 and 150 years ago. Almost all of the water main is structurally sound and in good condition. Over time, mineral deposits have built up on the inside of the unlined pipe, constricting flow and sometimes resulting in discolored water. Cleaning and lining is a cost-effective method of renewing water mains to restore the volume of flow in the pipe available for fire suppression and to resolve discolored water issues without digging a trench in the street. The cleaning and lining process consists of digging access pits at each intersection, pulling scrapers through the pipe to remove built-up mineral deposits and installing potable-grade cement lining to prevent future build-up. This is a permanent remedy that adds an estimated 50 years to the life of the water main.

Water main replacement or structural lining - Although Minneapolis has one of the lowest rates of water main breaks in the country (4 per 100 miles of main), locations exist with recurring water main leaks. To remedy the problem the water main may be replaced or structurally lined. The structural lining process is similar to the cement mortar lining process except that the liner is a cured in place insert that is strong enough to hold its form even if the host pipe fails. This work saves money that would have been spent on repeated repairs which in turn minimizes interruption of service to residents for water main repairs.

Hydrant replacement - In order to maintain citywide fire suppression, hydrants that are no longer operable and repairable must be replaced. Hydrants are also replaced when they are beyond their service life and leak below the ground, causing an unknown but potentially significant amount of water loss.

Valve and manhole replacement - Valves are used to minimize the number of consumers impacted by a water main shut down. System valves and the manholes that house them are replaced at the end of their serviceable life. In addition to replacing valves and manholes at individual locations to address

issues, they are also replaced throughout water main cleaning and lining project areas as part of complete infrastructure renewal. Since valves and the associated manholes are typically located at street intersections, the access holes for cleaning and lining are placed at valves to minimize the excavation by using the same hole for water main lining and the valve replacement.

Meter replacement - Water meters are the cash registers for the Water Enterprise Fund. Accurately metered water use is important so that customers are billed for the amount of water they use. This encourages conservation and allows the City to continue to treat and distribute high quality drinking water at an affordable cost. As meters near the end of their service life, the internal components tend to wear, causing the meter to register a lower volume than was actually used. In order to accurately bill customers on a monthly basis, worn meters need to be replaced.

Of the allocation for WTR12, the largest percentage is spent on distribution system renewal by water main cleaning and lining. Prioritization of full water main replacement or structural lining are prioritized and incorporated into program on a year-to-year basis based on condition assessment or operational changes. Hydrant replacement, valve and manhole replacements and meter replacement prioritization are straightforward as these are replacements in kind of water distribution system assets that are at the end of their service life. Since the rehabilitation needs of buried water main is not visible from the surface, the selection and prioritization of water main segments for cleaning and lining is less intuitive. For this reason, WTDS has included a more detailed explanation in this request.

Water Main Cleaning and Lining – Asset Renewal Prioritization

Background

Most of the City's 1,000 miles of water main is the original unlined cast iron pipe that was installed from the 1870s through the 1950s as the City developed. With one of the lowest water main break rates in the country (annually averaging 4 per 100 miles), most of the original water main is in structurally sound condition. However, like a cast iron skillet that hasn't been seasoned, the pipe develops surface rust that, while it is not structurally damaging, builds up on the inside of the pipe over the decades, constricting the flow through the pipe and intermittently resulting in rusty water at customers' taps.

The water distribution system has 672 miles of unlined cast iron pipes. Because of the volume and velocity of flow through the pipes, water mains larger than six- and eight-inches in diameter do not accumulate significant enough amounts of mineral deposits to constrict flow and result in discolored water at the tap. For that reason, the primary focus of the water main cleaning and lining program is on the 525 miles of unlined six- and eight-inch water main.

Condition Assessment Metric

The thickness of the layer of mineral deposits in six-inch and eight-inch unlined cast iron water main affects both the likelihood/frequency of discolored water and the reduction in fire flow capacity. Residents that are tapped from an unlined water main with a small amount of buildup inside the water main will experience less frequent and less intense discolored water than residents tapped from a water main that is considerably constricted with buildup. Similarly, an unlined water main with a small amount of buildup will have a greater flow capacity than another same sized water main that is considerably constricted with buildup.
In the past, prior to having quantitative condition assessment data, water quality complaints of discolored water were used to identify candidate areas for water main renewal. This resulted in potential to underserve areas where residents were less likely to contact the City with complaints.

Water Treatment and Distribution Services has become more data driven and now uses asset management principles to evaluate water infrastructure and prioritize renewal and replacement. As part of this strategy, water distribution field operations crews collect condition assessment data using Geographic Information System (GIS) applications on mobile field devices during routine system maintenance activities. One set of data collected when crews are performing routine system flushing is hydrant flow. Hydrant flow testing measures the amount of water available to fight a fire from any given hydrant. Since the thickness of the layer of mineral deposit buildup on the inside walls of unlined cast iron pipe is proportional to both water discoloration issues and with loss of fire flow capacity, fire flow capacity can be used as a metric for both pipe performance and as a proxy for water discoloration. Locations for cleaning and lining projects in the City are now selected by comparing the hydrant flow data with the National Fire Protection Association (NFPA) guidelines for the type of properties served (residential, commercial, industrial).

Prioritization

Evaluation of the condition assessment data has resulted in three tiers of need, based on the amount of constriction in six-and eight-inch water mains. The water main to be lined are prioritized first based on their condition with other considerations as to which year the work is performed. These include:

- The water main system is a branched system wherein a twelve-inch main feeds an eight-inch main which feeds a six-inch main. For a lining project to effectively solve a flow or water discoloration problem, all six- and eight-inch pipes on that branch need to be lined.

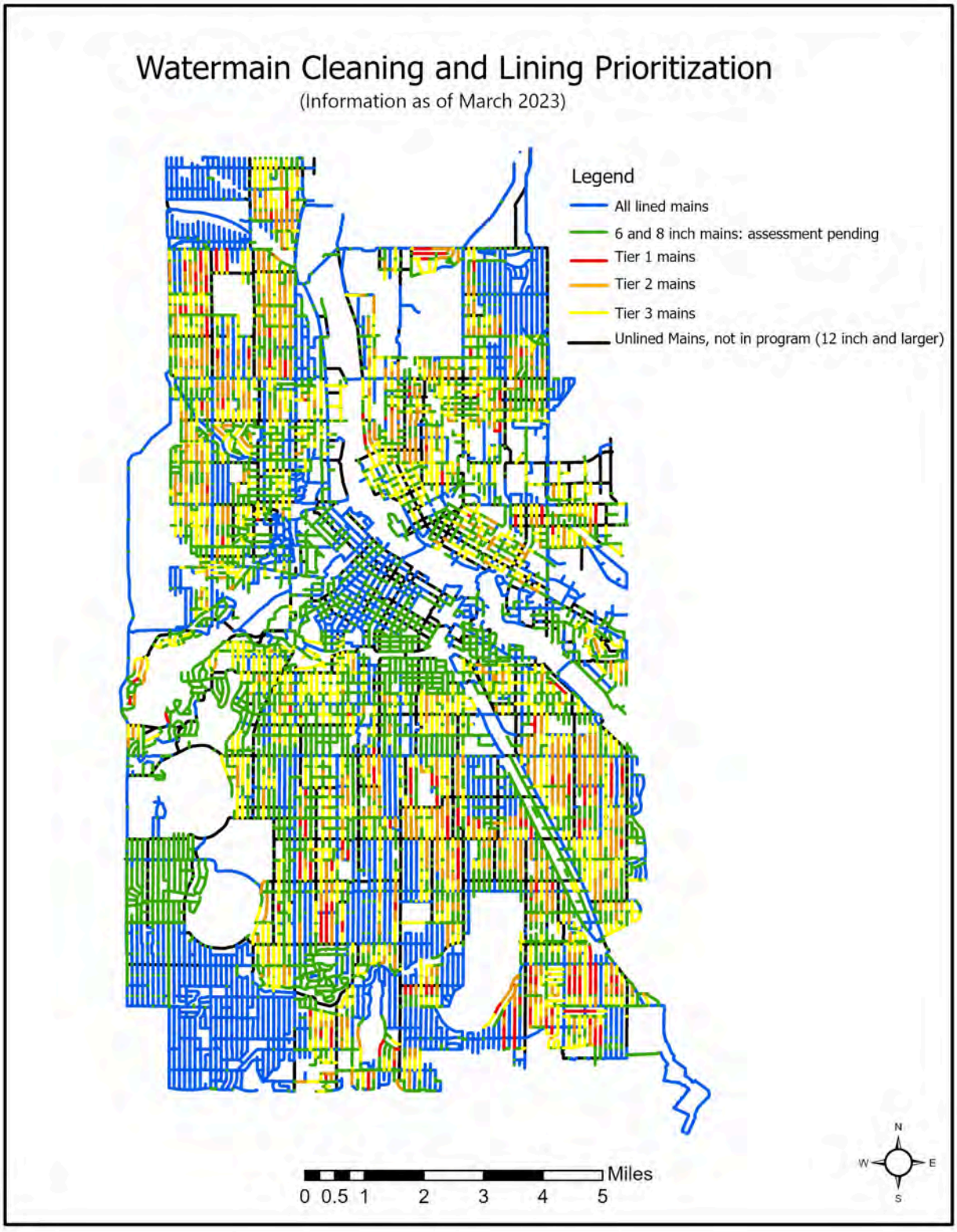
- Coordination with City, County, and State roadway reconstruction projects is given consideration. If a water main lining project is on the five-year horizon in a location where street reconstruction is planned, the lining project may be moved up so that it will be complete prior to road reconstruction. Lower tier projects may be delayed so they do not occur in years immediately following street reconstruction projects.

- Communities, within the framework of Justice40, “that are marginalized, underserved, and overburdened by pollution.”

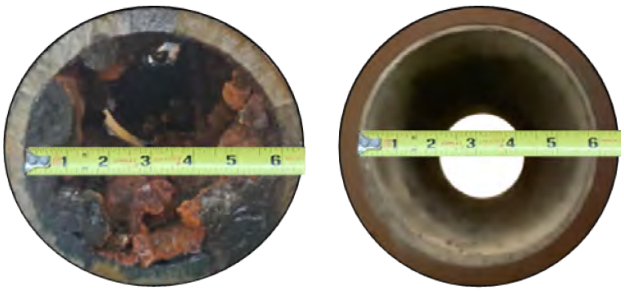
Funding

Current condition assessment data has documented the need to increase the amount of water main cleaning and lining performed each year. The Department appreciates that in 2021, CLIC identified that the program needed accelerated funding. To address this need, beginning in 2023, an ongoing increased level of funding is being requested for Water Distribution Improvements.
With the accelerated funding, beginning in 2024, the water main cleaning and lining program is being accelerated to a sustained level of 20 miles per year. At that level, water mains that have been identified (from condition assessment) as considerably constricted (first tier) can be lined by the end of 2026. Lining of water mains in the next tier of condition rating can be complete by the end of 2033 and all six- and eight-inch mains can be lined by the end of 2048.

Project Visuals


Watermain Cleaning and Lining Prioritization
(Information as of March 2023)
Legend
All lined mains
6 and 8 inch mains: assessment pending
Tier 1 mains
Tier 2 mains
Tier 3 mains
Unlined Mains, not in program (12 inch and larger)
Miles
0 0.5 1 2 3 4 5
N
W
E
S

Water Main Cleaning and Lining



Inside of a water main before and after cleaning and lining.

Water Main Structural Lining



Inside of a water main before and after structural lining.

Valve Replacement



Replacement of a water valve.

Meter Replacement



Replacement of a customer's water meter.

Hydrant Replacement



Installation of a new water hydrant.

Project Cost Breakdown

WTR12

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$8,817,000	$10,938,000	$10,938,000	$10,938,000	$10,938,000	$10,938,000	$10,938,000
Design and Project Management	$1,760,000	$600,000	$600,000	$600,000	$600,000	$600,000	$600,000
General Overhead	$423,000	$462,000	$462,000	$462,000	$462,000	$462,000	$462,000
TOTAL	**$11,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**

Submitting Agency Funding Request

WTR12

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$8,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000	$9,000,000
Use Of Fund Balance	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
TOTAL	**$11,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**	**$12,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? For water main structural lining and for the replacement of hydrants, meters, valves and hydrants, the remaining life of the asset is less than 10 years. For water main cleaning and lining projects, the pipe is structurally sound but due to the accumulation of rust nodules (called tubercules) the performance is so impaired in terms of firefighting capacity that the remaining life is zero.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The assets replaced or rehabilitated as part of this project are in poor to fair condition. The means of determining the condition varies by the asset type. For mechanical components such as hydrants, valves, and meters, wear on the internal components occurs over time so age is factored in along with documented performance issues from maintenance crews. Components replaced as part of this project are operationally at or near failure. For water main, based on a Minneapolis water distribution system specific statistical study, age is not a factor for determining water main capital investment needs. Water main structural lining or replacement project locations are selected based on likelihood and consequence of failure parameters that include repeated history of leaks on a pipe segment, pipe bedding and social consequence of repeat failure. For water main cleaning and lining projects, project locations are selected based on hydrant flow testing data. The unlined mains are so constricted with mineral deposits that the flow does not meet guidelines for firefighting capacity. The existing performance of water mains scheduled for lining as part of this project, as measured by flow characteristics, is poor.

What is the expected useful life of the project/improvement?

50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

From a triple bottom line (social, environmental and financial) business risk exposure perspective, the largest consequence is social measures. Water main cleaning and lining restores adequate flow volume to water mains to sustain firefighting and improves aesthetic water quality by eliminating the source of discoloration. If a valve fails when a water main needs to be shut down for necessary work, the shut off needs to be extended to the next valve so that instead of perhaps two blocks of customers without water, four or six blocks would be without water. Water main replacement or structural lining is a remedy for water mains that are not structurally sound. Failure to perform this work will mean that residents and businesses that are served by the deficient water main will continue to endure chronic service interruption for unplanned repairs of water main breaks. Meters that are worn tend to under-report consumption, resulting in lost revenue for water that was consumed but didn't register on the meter.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and revenue bonds. Long term operation and maintenance costs will be covered by water revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

In addition to the regulatory requirements, secondary, non-enforceable standards have been established under the SDWA for “water aesthetics” (https://www.epa.gov/sdwa/drinking-water-regulations-and-contaminants). These secondary standards include color and iron. At times, all properties that are tapped from the 525 miles of unlined six- and eight-inch diameter cast iron water mains likely experience discolored water when accumulated rust on the inside of the pipe goes into suspension. While not a health risk (per US EPA), the water is discolored and unappealing. Until all unlined cast iron water main is lined as part of WTR12, these secondary goals will not be met.

The National Fire Protection Association (NFPA) issues guidelines for fire flows from hydrants that are in residential, commercial, and industrial settings. The flow rate from a hydrant is completely dependent on the capacity of the water main that the hydrant is tapped from. Small diameter (six and eight inch) water mains comprised of unlined cast iron become constricted with built up rust nodules (called tubercules) that accumulate on the interior of the pipe. This impedes the volume of flow available for fire suppression. Approximately 200 miles of six- and eight-inch diameter unlined cast iron water mains are performing at less than minimum firefighting capacity goals and need to be cleaned and lined to restore sufficient capacity.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means that assets meet service levels at an acceptable level of risk. The assets that are replaced or rehabilitated as part of WTR12 do not meet service levels at an acceptable level of risk (asset service level is between one and three). Upon completion of the work under this project, the assets will be replaced or rehabilitated to their expected useful life.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

As of March 2023, all funding for this project is planned to come from water enterprise revenue and bond funds.

Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If Minneapolis' WTR12 program qualifies for grants or forgivable loans, those funding sources will be pursued.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Water main, hydrant, and valve replacement or renewal are performed in conjunction with City, County, and State road reconstruction projects to the extent feasible.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. Since water distribution system projects are citywide, unavoidably some of the work occurs in transitway, transit route, or high-volume pedestrian corridors. As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The work is expected to lead to reduced operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project? ($10,000)

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

- Reduced maintenance needed for replaced fire hydrants.
- A significant portion of the allocation for WTR12 is used for water main cleaning and lining or structural lining, which consists of scraping the inside of cast iron water mains to remove built up mineral deposits and installing a smooth liner. The improved flow characteristics (reduced frictional loss) of the lined water main will incrementally reduce pumping costs in maintaining water system pressures.
- Water meters under-report when they are past their service life and the internal components are worn. This means that the customer is not paying for all of the water used. Water meter replacement does not necessarily achieve cost savings but does assist in cost recovery.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Some flexibility but limited. Many of the sub-projects within WTR12 are timed to precede work in the coming year or to coordinate with same year street reconstruction projects to optimize infrastructure investment. The meter replacement project is on a fixed timetable in order to ensure that the City continues to accurately bill customers for consumption.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The availability of fully functional fire hydrants with enough pressure and flow for fire suppression is critical to the Fire Department. In support of this need, part of the Water Distribution Improvements project is to replace, fire hydrants that are past their service life and replace or rehabilitate water mains to improve flow.

Public Health: The health and vitality of our City relies on the ability for all residents to open the faucet and consistently get safe drinking water. This project supports the renewal and replacement of the water distribution system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Built Environment & Transportation: Water Distribution Improvements renew and replace water system infrastructure from the treatment plant to the tap so that the City can continue providing safe drinking water to homes and businesses and fire hydrants with reliable system pressure for fire protection. To the extent practical, water distribution improvement projects are coordinated with street reconstruction projects for holistic infrastructure upgrades along a corridor.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures that all residents have equal access to safe drinking water and fire protection.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

The Water Distribution system is essential to the vitality of the City. The Water Distribution System Improvement project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.

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City of Minneapolis

WTR18 - Public Works Hiawatha Campus Expansion (Water Distribution Facility)

Project Details:

Project Start Date: 1/1/2013
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Design
Level of Need: Significant
Department Priority: 6 of 11

Submitting Agency: Public Works - Water
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolimn.gov
Website: https://www2.minneapolismn.gov/government/projects/public-works/hiawatha-campus-expansion
Prior year(s) bond authorization amount: Total of $75,015,000 in prior authorizations, $32,190,000 for Water from 2014 through 2022. $6,322,000 for Sanitary Sewer from 2018 through 2022. $6,323,000 for Storm Sewer from 2018 through 2022. $7,331,000 for TMR (Net Debt Bonds). $1,414,000 for Central Stores (Net Debt Bonds).

Project Location:

Address: 1860 28th St E and 2717 Longfellow Ave.
City Sector: East
Affected Neighborhoods: Phillips
Affected Wards: Ward 9
Description of Location: 1860 28th Street East and 2717 Longfellow Avenue

Project Description

The project will expand and improve the current Hiawatha Maintenance Facility site to provide for the programmed needs for Water Distribution operations and other unmet Municipal Operational needs.

Purpose and Justification

Strategic real estate planning for the City envisioned Public Works operations being consolidated on strategically located campuses. Since 1991, the City's south campus planned on leveraging the City's existing (commonly referred to as the Hiawatha Maintenance Facility) site at 26th Avenue and Highway 55 and expanding to the south as existing Public Works facilities needed replacement.

The City acquired the former "Roof Depot" properties with the expressed purpose of further developing and expanding the current Hiawatha Maintenance Facility site into a Municipal Operations campus, consolidating other Public Works divisions and services as appropriate for improved efficiency of operations and delivery of services. This campus will also help improve collaboration between multiple operational groups in the City.

The Roof Depot site is large enough to accommodate additional programmed needs for Municipal Operations. See additional information below.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Cost Breakdown

WTR18

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$15,115,000	$8,507,000	$9,274,000	$9,274,000	$9,274,000	$9,284,000	$0
Design and Project Management	$0	$450,000	$500,000	$500,000	$500,000	$500,000	$0
General Overhead	$0	$358,000	$391,000	$391,000	$391,000	$391,000	$0
TOTAL	**$15,115,000**	**$9,315,000**	**$10,165,000**	**$10,165,000**	**$10,165,000**	**$10,175,000**	**$0**

Submitting Agency Funding Request

WTR18

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$12,195,000	$8,589,000	$9,374,000	$9,374,000	$9,374,000	$9,383,000	$0
Transfers	$2,920,000	$726,000	$791,000	$791,000	$791,000	$792,000	$0
TOTAL	**$15,115,000**	**$9,315,000**	**$10,165,000**	**$10,165,000**	**$10,165,000**	**$10,175,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?
The existing East Yards facilities will be demolished or reused for other purposes as it coordinates with FIR11

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Water Distribution's East Side Yard Water facility is past its intended and usable life. This facility has had minimal maintenance since this project was originally proposed in 2014.

What is the expected useful life of the project/improvement?

75 - 100 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Deferring or delaying the project will result in increased cost due to market escalation of Construction cost and additional carrying cost of the Roof Depot. Deferring the project will also result in additional cost for Public Works operations due to limited space on the existing site and needing to use space on other sites or leased locations.

On-going extensive maintenance and repairs of obsolete building systems at Water's existing East Side Yard facility. Water Distribution staff continue to work in undersized, outdated facilities that negatively impact work efficiency and effectiveness and are at odds with the City's goal to be an employer of choice.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This Project will construct a City Facility that will be owned and operated by the City of Minneapolis like the previous Phase I portion of the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The Campus will be constructed to a LEED version 4 Gold standard. The City has partnered with the Minnesota Pollution Control agency and Minnesota Department of Agriculture to meet all necessary regulatory requirements during and after development of the site.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The current Water Distribution East Side Yard facility is outdated and inadequate for the current Water Distribution operations functions.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

None at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

A Mississippi Watershed Management Organization grant to improve storm water quality will be applied for in the future.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

A new Training and Recruitment Center will be programmed and developed under a separate CBR (PSD21) with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Public art and the landscape buffers on the residential Longfellow Ave. S. and on 28th St. will be programmed and designed with the participation of the residents and neighborhood groups.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Relocation of the Water Department from the East Side Yard site on Hennepin Avenue will allow relocation of Fire Station 11 and private development of excess site area and historic water department storage and horse stable buildings there. A new Training and Recruitment Center on the Roof Depot site will better facilitate and encourage local neighborhood hiring as well as provide space for local business incubators

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes, redevelopment options will likely be possible on a portion of the current East Side Yard Water site, and at the Fire Station 11 site that will be vacated.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Along the Hiawatha LRT, two blocks from the Lake Street station. The Project design team will use the Complete Streets Policy and Vision Zero initiatives to inform the design and opportunities for connections.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Project design team will use the Vision Zero and Complete Streets Policies to improve public safety and inform the design and opportunities for connections.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the City's operations will be adding several additional vehicular trips (in and out) of the south access point on 28th Avenue. A Traffic Demand Management Plan is completed, and its recommendations will be incorporated in the design. details here.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

To be determined a final scope is still being configured.

What is the estimated annual operating cost increase or (decrease) for this project?

To be determined with final design.

Year that Operating Incr/(Decr) will take effect?

2026.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff.

Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

If there are any additional operating costs (compared to existing), these costs will be included in the 5 year financial plan for the City.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Expected completion in 2026, Prior years funding has been utilized for design of future construction efforts in 2023 thru 2026.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Most of design was completed by 2022 the next project activities include completion of environmental remediation and demolition. Phased construction is planned to begin in mid-2023.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility in the project schedule, but the operational gains will be delayed and interim costs keeping existing facilities functioning will occur.

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Collaborative and community-inclusive strategies to ensure safety for all members of our community: All neighborhoods are safe, healthy, are uniquely inviting and have access to Public Works maintenance and repair services. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Housing: The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing: The Hiawatha Maintenance Facility campus expansion will support housing and neighborhoods that are continuing to grow at a rapid pace. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development: The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive. Current City operations are becoming inadequate to provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate safety as having extremely high importance to their quality of life. The Hiawatha Maintenance Facility campus expansion will enhance inclusivity with a convenient training and recruitment center.

Public Services: The City prioritizes reliable and equitable access to high-quality public services. The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by- project accounting ensures each project has a carefully managed budget. The Hiawatha Maintenance Facility campus expansion will enhance the City’s ability to provide critical Public Works infrastructure services including water, storm and sanitary utilities and street and sidewalk maintenance and repairs.

Environmental Justice: The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. All purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. The Hiawatha Maintenance Facility campus expansion will enhance the City's ability to provide sustainable resource practices and environmental protection.

Built Environment &Transportation: The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design. The design and construction of the Hiawatha Maintenance Facility campus expansion will benefit the City residents through improved and equitable access to utility infrastructure, street and sidewalk maintenance and repair services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health: The City Prioritizes positive youth development so that all children can grow healthy and safe: The Hiawatha Maintenance Facility campus expansion design would allow for public access to a community space; improved parking options; and multiple in/egress points for rapid repair response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture: The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities: The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. The Hiawatha Maintenance Facility campus expansion has been included in a public arts grant.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Phillips Community. This community is 70.7% BIPOC.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

What data is available or missing? How can you obtain additional data?

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

EAW, Phillips Community, Planning committee of the whole, Planning Commission, etc.

Describe the engagement and what have you learned?

This project has had several community and neighborhood engagement process and activities. Please refer to the project website listed above. Project process informational meetings were provided again in October of 2022.

Analysis

How does the outcome for this project help the city achieve racial equity?

Additional Information

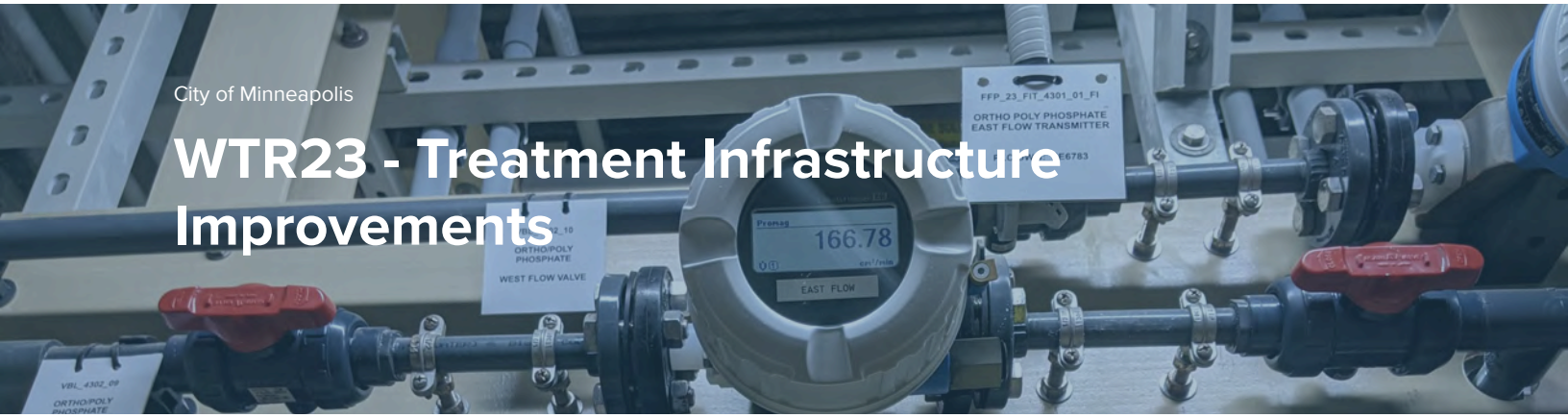
The proposed relocation of the Water Distribution Operations will resolve the deficiencies of the existing facilities, thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost effective manner. Water main, hydrant, and valve maintenance and construction activities can be more closely coordinated and key services delivered more effectively and professionally in a modern facility.

The design team is currently looking at the advantages of improving the existing Central Stores building, and of combining Departmental Stores functions into a new building for efficiencies. A parking structure will be needed to allow consolidation of activities for efficient operations. More vehicles and equipment will be stored inside and covered, extending their lives and reducing start-up delays. Fleet Maintenance and wash bays are being added, as well as improved facilities for Cured-in-Place Pipes (CIPP). Improved conference, muster and locker facilities will be provided. The fuel station is being relocated farther away from the neighborhood residences to reduce congestion.

This Capital Budget Request requests funding for the above scope.

Relocation of the Water Distribution facility will free up the existing East Hennepin site for a needed relocation of Fire Station No. 11 (FIR11), that will improve MFD Service in the Northeast Minneapolis area.

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City of Minneapolis

WTR23 - Treatment Infrastructure Improvements

Project Details:

Project Start Date: 1/1/2011
Estimated Project Completion Date: 12/31/2029
Ongoing Program: Yes
Current Phase: Planning, Design, and Construction
Level of Need: Significant
Department Priority: 2 of 12

Submitting Agency: Public Works - Water
Contact Person: Peter Pfister
Contact Phone Number: (612) 661-4906
Contact Email: Peter.Pfister@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: Not applicable.

Project Location:

Address: Varies
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Description of Location:Water Campuses in Fridley and Columbia Heights

Project Description

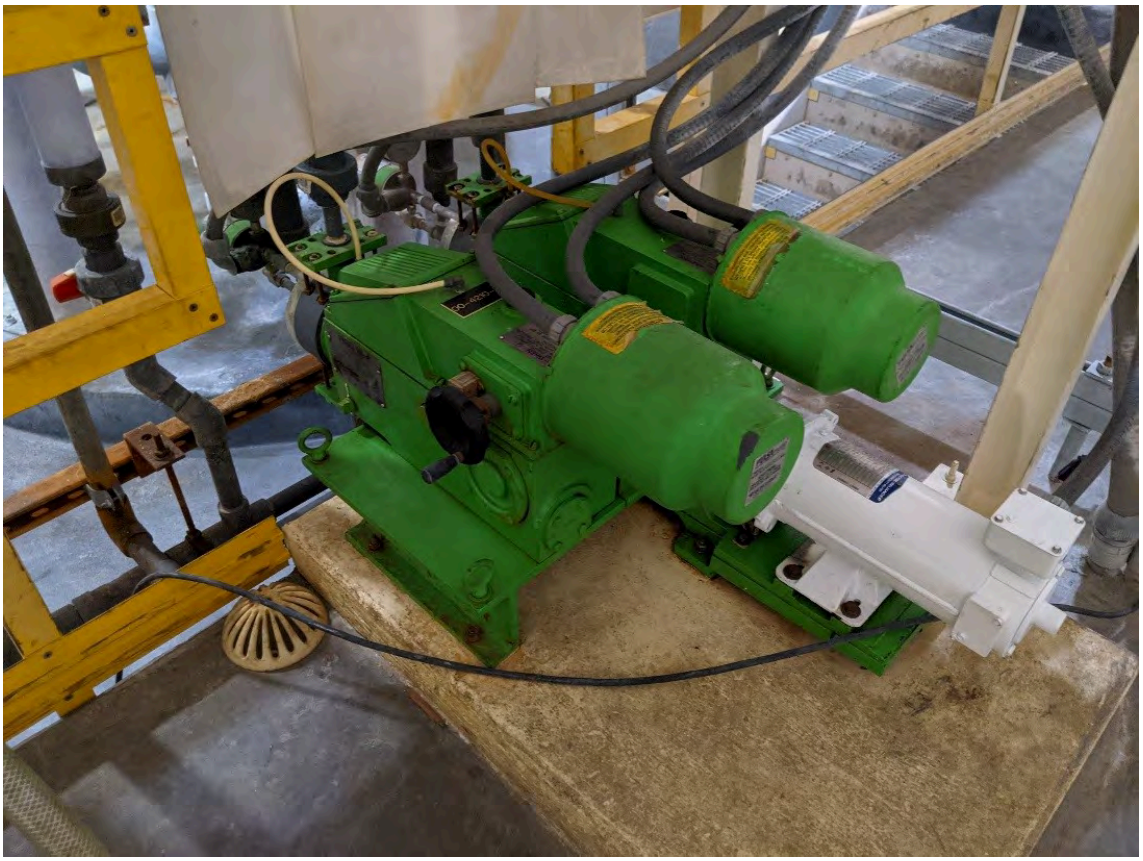
Many small to medium-sized improvement projects are necessary to maintain operation of the water treatment plants and pump stations on the drinking water treatment campuses. New projects are identified based on condition assessments and prioritized based on an organized risk evaluation system. Anticipated projects include improvements to obsolete control system infrastructure, repair of aging treatment plant piping, improvements to security and safety systems, replacement of pumps, and chemical storage and feed system improvements.

Purpose and Justification

The goal is to design and deliver multiple as-needed projects each year to address risk in a timely manner avoiding reactive capital repair projects. The existing water filtration plant in Columbia Heights was constructed from 1913 to 1918 with water to the campus provided by 1900-vintage transmission pipelines. Pre-treatment sections of the 1925 Fridley Filter Plant remain in service. The Fridley Softening Plant was completed around 1940. Each plant has chemical feed systems that have a shorter expected life than the building structures to be replaced under this program. Ten pump stations ranging in age from 1 to 120 years have 45 pumps and associated motors, valves, and piping. Process control and monitoring equipment need regular updating. All of these facilities, including transmission piping and valves within and between the treatment campuses need replacement of significant parts or systems to maintain operability.

Project Visuals and Map

Chemical feed system replacement from 2021.



Project Cost Breakdown

WTR23

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$2,405,000	$2,405,000	$2,405,000	$2,405,000	$2,405,000	$2,405,000	$2,405,000
Design and Project Management	$480,000	$480,000	$480,000	$480,000	$480,000	$480,000	$480,000
General Overhead	$115,000	$115,000	$115,000	$115,000	$115,000	$115,000	$115,000
TOTAL	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**

Submitting Agency Funding Request

WTR23

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000
TOTAL	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**	**$3,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Multiple sub-projects – generally Vertical Infrastructure with some Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? Multiple sub projects / assets – varies. Many of the assets have passed their predicted useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

There are multiple sub projects / assets. Treatment Infrastructure Improvements Project rehabilitates/replaces assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating systems for all 4000+ assets in its water treatment asset registry. Assets are given scores (from 1 to 10) in three categories: physical condition, operational performance, and reliability. Physical condition ratings range from (1) Excellent condition/like new to (10) Unserviceable. Operational performance ratings range from (1) Exceeds current requirements to (10) Failing/not capable of sustaining required performance. Finally, reliability ratings range from (1) As specified by manufacturer to (10) virtually inoperable. These three ratings are combined in a weighted average to generate an overall Likelihood of Failure score from 1 to 10. This Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

The assets replaced or rehabilitated as part of this project are variable in their type, age, and function, and are in poor to fair condition. The means of determining the condition varies by the asset type. For mechanical components such as pumps and valves, wear on internal components occurs over time so age is factored in by itself as an indicator of remaining service life, in addition to performance degradation or more frequent maintenance.

What is the expected useful life of the project/improvement?

Multiple sub projects / assets. Expected useful life varies.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The sub-projects involve assets with varying levels of condition and consequence for deferred construction / replacement. The sub-projects are generally prioritized to include assets that carry the most business risk exposure, a concept which takes into account the consequence of failure and the likelihood of failure for a given asset.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

No non-city funding sources, assets will be maintained using Water operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

There are numerous codes and standards that govern the design and construction of our assets, some examples include:

• American Water Works Association (ANSI/AWWA) Standards set forth minimum requirements in terms of material quality, design strength and performance, quality control/quality assurance, and other relevant standards for equipment, systems, and chemicals to be used in treatment and distribution of drinking water, such as pipe, valves, hydrants, treatment chemicals, etc. Older assets may not comply with new versions of these standards or to standards created subsequent to the implementation of a new standard.
• Recommended Standards for Water Works (10-State Standards) set forth recommended engineering design of water treatment and distribution systems.
• National Electric Code sets forth requirements for the safe design, operation, maintenance, repair, and testing of electrical components. Older equipment and facilities often do not meet current NEC standards or make it more difficult to comply with them, and as projects are designed and constructed, these issues can be addressed.
• Occupational Health and Safety Administration (OSHA) Standards provide requirements for design of safe facilities in regard to such issues as fall protection, working clearances, machinery guarding, etc. Older equipment and facilities often do not meet current OSHA standards, or make the standards more difficult to comply with, and as projects are designed and constructed, these issues can be addressed.
• Chlorine Institute Standards provide requirements for the safe handling, storage, and use of chlorine, in the City's case for disinfection of water.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk.

Generally 3, but varies among sub projects.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

As of March 2023, all funding for this program is planned to come from water enterprise revenue.

Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None finalized. Custom Efficiency rebates (electric power savings) from Xcel Energy are applied for where applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not applicable, projects take place inside water treatment plants / property.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There are a variety of different sub-projects within this project. Some of them address assets at the end of useful life or otherwise in poor condition that require undue amounts of maintenance. These subprojects will reduce maintenance costs. Other subprojects are more geared toward improving things such as ease of operation, efficiency, and safety of existing processes.

What is the estimated annual operating cost increase or (decrease) for this project? $0.

Year that Operating Incr/(Decr) will take effect? Not applicable.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for neutral change or decrease in operating cost. Attempts to improve efficiency are pursued wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Establish annual goals and schedules for each sub-project. No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is available, as long as systems remain operational.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. All of the facilities need replacement or rehabilitation of significant parts or systems to maintain operability and continue providing high quality drinking water to all customers.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sub-Projects under this Project will impact the entire City as well as wholesale customers.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water.

What data is available or missing? How can you obtain additional data?

None.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

None – projects are generally internal to the water treatment campus and facilities.

Describe the engagement and what have you learned?

Not applicable.

Analysis

How does the outcome for this project help the city achieve racial equity?

The projects are essential to providing safe and reliable drinking water and fire protection equally to all residents.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

We have developed a prioritized list of projects, so that progress in improvements can continue in the case of certain projects being delayed or if other projects must be accelerated due to an imminent need arising.

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City of Minneapolis

WTR27 - Automated Meter Reading Technology

Project Details:

Project Start Date: 1/1/2016
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Construction
Level of Need: Significant
Department Priority: 3 of 12

Submitting Agency: Public Works - Water
Contact Person: Marie Asgian
Contact Phone Number: (612) 673-5682
Contact Email: Marie.asgian@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:
$2,620,000 in 2017, $5,200,000 in 2018, $4,690,000 in 2019, $1,500,000 in 2020, $2,200,000 in 2021, $1,200,000 in 2022, and $740,000 in 2023.

Project Location:

Address: City-wide
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Description of Location: City-wide

Project Description

This project replaces the automated water meter reading (AMR) technology used to report customer water usage to the City's utility billing system and implementation of a cloud based 'smart cities' software solution to collect and manage meter reading data. This project was initiated in 2017 because the batteries of most of the automated meter reading devices were at the end of their 20-year life expectancy.

Purpose and Justification

This project replaces and upgrades the AMR technology. AMR devices are separate from the meter and connected to it with wiring. The Public Works Water Treatment and Distribution Services Division (WTDS) owns approximately 103,000 water meters and AMR devices (located inside the water customer's building at the basement level where the water service line enters the property).

The water usage data collected monthly from the AMR devices are used to produce over 1.2 million utility bills each year. The benefits of this project are twofold: 1) end of life replacement of the AMR equipment; and 2) enhanced services to City water customers.

The existing AMR system has been in place for 20 years and is due for replacement and upgrade. Most of the AMR devices are at the end of their 20-year battery life expectancy and need to be replaced before the battery dies and the AMR stops reporting. When automated meter reading devices stop reporting, the billpayer is issued an estimated bill. Customers may face unforeseen hardship if actual consumption exceeds the estimation when the device is eventually replaced.

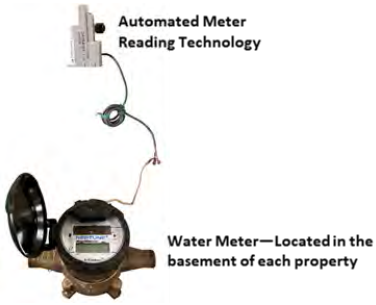
The initial plan included replacing all residential water meters in addition to the AMR devices. With no established industry standards for residential water meter replacement most utilities replace them on a 20 year +/- schedule. During the project, WTDS decided to initiate a study to evaluate the remaining useful life of Minneapolis residential water meters. Using a statistician's prescribed methodologies, a random sample of water meters removed from homes were tested by WTDS using standard meter testing protocols. The meter accuracy testing results showed that the internal mechanics of the meters had not significantly degraded during the past 20 years and their expected useful life could be extended. Minneapolis' quality water is believed to have contributed to the lack of meter degradation and resulting extended useful life.

In early 2020, this project was paused. When it resumes in 2023, only the AMR devices will be replaced, not the meters. This is a data-based decision rooted in asset management principles and will result is substantial overall cost savings.

Prior to the pandemic, the cost of the water meters and the related labor costs to install the meters and the AMR devices were funded from WTR12 Water Distribution Improvements and the AMR devices were funded from WTR27 Automated Meter Reading Technology. Because meter replacement is no longer part of the overall project, the $5 million per year originally budgeted in WTR12 to purchase and install the water meters will be redirected to additional infrastructure needs including water main cleaning and lining. However, the WTR27 budget will now need to increase by $2.7 million in 2024 and then $1.3 million per year for 2025 and 2026 to cover the cost of AMR device installation previously budgeted in WTR12. Not replacing the water meters will allow installers to complete twice as many AMR device installation per day resulting in a 50% reduction in installation cost.

Project Visuals and Map

Photo of automated meter reading device and water meter.



Project Cost Breakdown

WTR27

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$593,000	$2,461,000	$1,185,000	$1,185,000	$0	$0	$0
Design and Project Management	$118,000	$135,000	$65,000	$65,000	$0	$0	$0
General Overhead	$29,000	$104,000	$50,000	$50,000	$0	$0	$0
TOTAL	**$740,000**	**$2,700,000**	**$1,300,000**	**$1,300,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

WTR27

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$740,000	$2,700,000	$1,300,000	$1,300,000	$0	$0	$0
TOTAL	**$740,000**	**$2,700,000**	**$1,300,000**	**$1,300,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: IT and Equipment
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? Most of the existing AMR devices have been in place for over 20 years and are due for replacement / upgrade. The devices are at the end of their 20-year battery life expectancy and need to be replaced before they stop reporting.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Devices are functional until the end of their 20-year battery life. Based on installation date recorded in the Utility Billing system, many of the devices are at the end of their life expectancy.

What is the expected useful life of the project/improvement?

20 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this project is not funded, the AMR device batteries will die before the meter reading devices are replaced. Without a working battery, the devices will not report actual usage data from the water meter and customers will be billed for estimated use. After three months without an actual meter reading, City Ordinance requires water meter readings to be collected manually. Staff would need to physically go to the property and the customer would need to allow them entry to the premises to manually read the meter. We do not have enough staff to collect manual reads and operational costs would skyrocket if we returned to door-to-door manual meter reading.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Once installed, the AMR devices require minimum maintenance and are "run to failure" until the battery dies. With an estimated battery life of 20 years, a similar replacement capital program will be required in 20 year's time. There are no non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Per City Ordinance 509.880. - Meter reading, "Readings of all meters used for determining charges shall be attempted at least once every month." We are currently meeting this standard but will not be able to stay ahead of device failure rates if life cycle replacements are not performed. AMR devices allow meter readings to be

collected remotely without entering the property. Without these devices, we would need to manually capture the meter readings and we do not have enough staff to collect manual readings.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means actual water meter readings are collected monthly and transmitted by automated meter reading devices for all 103,000 water meters. Replacing AMR devices ahead of battery life failure allows us to continue obtaining over 99% actual monthly meter readings through remote devices resulting in 1.2 million water bills a year. Automated meter reading technology is either working (score of five) or not (score of one). At present, the assets are at a five but as the battery life is expended over the next five years, an increasing number of devices will fail and become a score of one.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

The City of Minneapolis Surface Water and Sewers Division contributes to the capital and operations and maintenance expenses of customer meters in the form of an annual transfer payment.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Cost neutral

What is the estimated annual operating cost increase or (decrease) for this project? $0.

Year that Operating Incr/(Decr) will take effect?

2024. The cost of operating and maintaining the automated water meter reading technology is the same since the devices that are replaces as part of this project are a replacement in kind.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for no net change in operating cost.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not new infrastructure, replacing existing infrastructure. Planning for no net change in operating cost.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

None anticipated.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This project is in the construction phase. Upgraded technology has been installed in many homes and work will be ongoing until completion. Since this project requires entry into every property in the city to replace equipment in the basement, COVID19 has impacted the schedule. Project completion is now estimated to be at the end of 2026. At this time, no increase in overall project budget is anticipated.

Prior year remaining bond authorizations will be used in 2024 on installations and upgrades.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is a limited amount of flexibility to increase or decrease funding per year by scaling the specific project areas. The implementation of this project is managed by geographic sections of the City which could be increased or decreased in the plan for each year. It should be noted that if reduction in funding significantly delayed the project completion, operational costs would increase. Throughout the duration of project implementation, dual meter reporting systems (the old legacy system and the new AMR system) need to be maintained including software and data collection hardware maintenance and support agreements.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: Among the benefits are improved customer service and readily available consumption data that will promote water conservation. These benefits provide a better overall service to all our customers.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods impacted.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All customers benefit from billing metered water consumption monthly. Customers can see the difference in their bill for metered consumption when they conserve water. While this does not address equity, all customers benefit from water revenue collection to fund the treatment and distribution of safe drinking water with pressures and flows available for fire suppression.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

Inform residents and businesses when water service will be impacted by project activities. All entries into properties to service water meter reading devices are scheduled with the customer. Most customers willingly allow access when the city uses a good customer service approach.

Analysis

How does the outcome for this project help the city achieve racial equity?

While this project does not specifically help the city achieve racial equity, it provides a stable use-based revenue stream that funds the ability to treat and distribute safe drinking water to all properties with pressure and flows for fire suppression.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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City of Minneapolis

WTR29 - Columbia Heights Campus Upgrades



Project Details:

Project Start Date: 1/1/2017
Estimated Project Completion Date: 12/31/2029
Ongoing Program: No
Current Phase: Planning
Level of Need: Significant
Department Priority: 5 of 12

Submitting Agency: Public Works - Water
Contact Person: Pete Pfister
Contact Phone Number: (612) 661-4908
Contact Email: Peter.Pfister@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $450,000 in 2019, $450,000 in 2022, and $1,500,000 in 2023.

Project Location:

Address: 4500 Reservoir Blvd Columbia Heights, MN 55421
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Description of Location: Water campus in Columbia Heights

Project Description

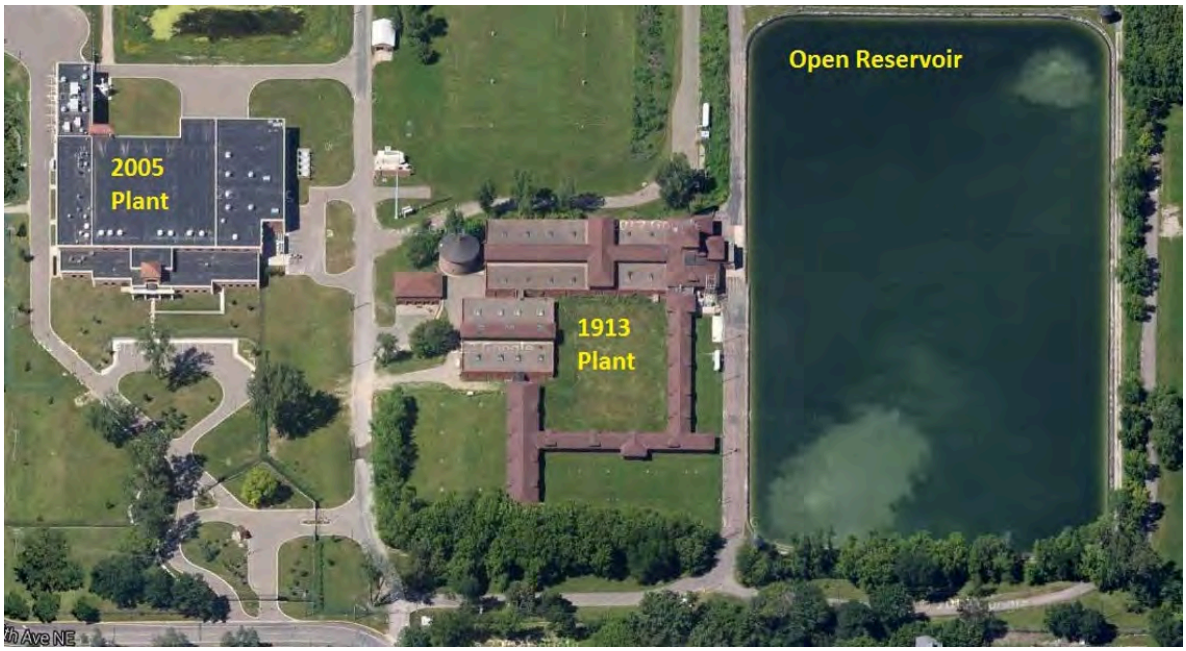
The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. This program implements a systematic strategy to replace the function of structures built prior to about 1920. A replacement chemical storage and feed system was completed in 2019-2020. The remaining primary need is to remove the open reservoir from service due to reservoir structural deterioration and water quality concerns. The open reservoir receives water pretreated at the Fridley campus. Removal of the reservoir requires a means to convey spent membrane backwash from the Columbia Heights Membrane Plant to the Fridley campus (a distance of approximately 3 miles). From 2017 to 2022 the focus had been on access, hydraulic evaluation, and rehabilitation of an existing drain line for this purpose. Future project direction and costs are dependent upon feasibility of the drain for long-term use. If feasible, the project will include selective repair of two drain pipelines, a pipeline to bypass the main process water around the Open Reservoir, and eventual re-purposing of the Open Reservoir.

Purpose and Justification

Currently, all water pretreated at the Fridley water treatment campus and pumped to the Columbia Heights campus flows through the Open Reservoir. The Open Reservoir has several concerns, including structural deterioration, vulnerability, and recurring water quality issues. The structure and liner system installed in the early 1990's are showing signs of deterioration. Spent membrane filter wash water from the ultrafiltration membrane plant is recycled to the Open Reservoir as well. To allow removal of the Open Reservoir, significant piping must be constructed and rehabilitated to convey water to and from the treatment processes that are remaining for the long-term.

Project Visuals and Map

Overview of the Columbia Heights Campus showing the Columbia Heights Membrane Plant (2005), original Columbia Heights Filter Plant (1913) and the Open Reservoir.



Project Cost Breakdown

WTR29

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,202,000	$882,000	$3,847,000	$3,034,000	$2,004,000	$1,202,000	$0
Design and Project Management	$240,000	$176,000	$768,000	$606,000	$400,000	$240,000	$0
General Overhead	$58,000	$42,000	$185,000	$145,000	$96,000	$58,000	$0
TOTAL	**$1,500,000**	**$1,100,000**	**$4,800,000**	**$3,785,000**	**$2,500,000**	**$1,500,000**	**$0**

Submitting Agency Funding Request

WTR29

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$1,500,000	$1,100,000	$4,800,000	$3,785,000	$2,500,000	$1,500,000	$0
TOTAL	**$1,500,000**	**$1,100,000**	**$4,800,000**	**$3,785,000**	**$2,500,000**	**$1,500,000**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure and Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? The open reservoir has reached the end of its useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Fair to poor: structural deterioration, not meeting operational performance requirements.

The Columbia Heights Campus Upgrades project rehabilitates and/or replaces assets in the division's water treatment infrastructure.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories: social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

What is the expected useful life of the project/improvement?

40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The open reservoir is deteriorating over time, no sudden or catastrophic failures are imminent. The existing treatment process sequence remains the same as it has been for the past 17 years but improvements are warranted based on water quality considerations. Existing systems are becoming inadequate with respect to current operational performance requirements. Additional maintenance monies put into the existing system will not address the issues.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Funding for this program is planned to come from water enterprise revenue and bond funds. Opportunities for federal funding under the Infrastructure Investment and Jobs Act administered via the Minnesota State Drinking

Water Revolving Fund will be determined as specific projects are identified. Long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Safe Drinking Water Act requirements. Existing process meets all water quality requirements but there are imminent cyanotoxin concerns due to algae growth.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level will include: robust storage, pipeline, and, if necessary, pumping systems that convey softened water to the Columbia Heights campus and spent membrane wash water to Fridley campus for recycling.

The existing infrastructure is at service level 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

As of March 2023, all funding for this program is planned to come from water enterprise revenue and bond funds. Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Elimination of the Open Reservoir from the treatment process sequence will result in reduced operating costs.

What is the estimated annual operating cost increase or (decrease) for this project?

Reduction in chemical use is anticipated with cost savings dependent upon chemical unit pricing.

Year that Operating Incr/(Decr) will take effect?

When the project is complete, tentatively targeted for 2028.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for neutral change or decrease in operating cost.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

- Rehabilitation and construction of vaults to access key drain line and softened water force mains: 2017-2020
- Replacement of CHFP pretreatment chemical storage and feed system: 2018-19
- Cleaning of drain line and feasibility study for drain line rehabilitation: 2020
- Update of prioritized improvement plan and program cost: 2021 - 2022 (outside of capital program)
- Design and remediation of drain line: 2023-2024
- Design and construction of backwash equalization basin and pipeline extension for recycling spent membrane backwash water: 2024-2025
- Construction of backwash equalization basin and pipeline extension: 2025-2026
- Pipeline to bypass the Open Reservoir: Design 2025-2026, Construction 2026-2027
- Re-purposing of the Open Reservoir: 2028

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Flexibility is possible to adjust expenses between years.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: Some of the water infrastructure on the Columbia Heights water campus installed from 1894 to 1920 is still in operation, but sometimes has the potential to impair water quality aesthetics. The Columbia Heights Campus Upgrades project is a prioritized list of improvements to bring the systems on that campus to modern standards. The water treatment system on the Columbia Heights campus works together with the treatment systems on the Fridley campus to supply high-quality water to the whole city.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods are impacted equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water treatment and distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

Inform residents and businesses when water services will be impacted by projects activities. Explain what is involved in producing safe drinking water through tours and/or videos.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to reliable safe drinking water and fire protection.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

The Open Reservoir has experienced water quality issues related to seasonal algae growth. This increases the cost of water treatment, and could potentially cause taste and odor concerns. The operational work-around is to use a small bypass system during seasonal periods of concern, but the plant capacity is severely limited due to the lack of capacity to adequately recycle spent filter backwash water. 2015 evaluations determined rehabilitation of an existing drain line to convey the backwash to the Fridley campus 3 miles away was cost effective relative to construction of backwash storage and treatment at Columbia Heights or a a new drain line between the campuses. However, the existing drain line is located below two water mains and the ability to access, assess, and clean the line to a point where rehabilitation planning and design can begin has taken

considerably more effort than anticipated. Should the rehabilitation of the drain line prove infeasible, the overall campus upgrade plan needs to be re-evaluated.

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City of Minneapolis

WTR31 - Electrical Service Rehabilitation

Project Details:

Project Start Date: 1/1/2018
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Construction
Level of Need: Significant
Department Priority: 4 of 12

Submitting Agency: Public Works - Water
Contact Person: Brittany Pentek
Contact Phone Number: 612-849-2492
Contact Email: Brittany.pentek@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $2,000,000 in 2019, $2,000,000 in 2020, $2,800,000 in 2021, $9,700,000 in 2022, and $6,950,000 in 2023.

Project Location:

Address: 4300 Marshall Street NE, Minneapolis, MN 55421
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Description of Location: Fridley Campus & Pump Station 5

Project Description

The project will rehabilitate the incoming electrical service equipment at the water treatment campus in Fridley and the raw and primary finished water Pump Station 5 (PS 5). The existing electrical components and systems vary in age from 40 to 90+ years. The project will replace Switchgear, Motor Control Centers, Transformers, electrical duct bank, main Bus-bar conductors and supporting equipment and materials. The new system will include modern controls and communications to improve efficiency. The new equipment also will include provisions for future connections to alternative and renewable energy sources.

Purpose and Justification

Pumps, and the electrical power serving them, are vital to delivering water into treatment and on to our customers. The existing electrical equipment has worked effectively for such a long time but many of the components are nearing the end of their life as documented by initial detailed condition assessments. Modern electrical equipment will include many safety enhancements which will help protect personnel as well as the equipment. The new control systems will allow increased efficiency of operation, which is important since the pump station is the largest consumer of power in the City. A sequence of priorities has been developed to coordinate the most needed changes first while maintaining continuous operation.



Overview of a portion of the Fridley Campus including Pump Station 5 (left) and the Fridley Softening Plant (upper middle)



Powerhouse 2 being placed on its foundation



Electrical equipment installed through the roof of Fridley Softening Plant

Project Cost Breakdown

WTR31

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$5,571,000	$2,886,000	$1,803,000	$0	$0	$0	$0
Design and Project Management	$1,112,000	$576,000	$360,000	$0	$0	$0	$0
General Overhead	$267,000	$138,000	$87,000	$0	$0	$0	$0
TOTAL	**$6,950,000**	**$3,600,000**	**$2,250,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

WTR31

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$6,950,000	$3,600,000	$2,250,000	$0	$0	$0	$0
TOTAL	**$6,950,000**	**$3,600,000**	**$2,250,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

Medium voltage equipment at Fridley Campus is at or past the end of its effective life.
2012 Consultant report to replace existing busbar at PS5.

2014 Consultant report recommended the following:
2.4kV bus medium priority – replace with UL-listed medium voltage busway product in 5-10 yrs.
2.4kV federal pacific switchgear replace in 5 yrs
All motor controllers for the ten low service pumps and nine high service pumps – poor condition- replace in 5yrs
480V federal pacific switchboard is obsolete- poor condition- replace 5-10yrs.
Interior lighting custom or prescriptive rebate- 5-10yrs
Correct NEC working clearances around existing motor starters.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Minneapolis Water has experienced multiple outages on the medium voltage service cables originally installed in 1928. Two metering cabinets have also required equipment replacement due to maintenance not being performed.

Three aged motor starters have failed, and there are no longer replacement parts available.
What is the expected useful life of the project/improvement?

30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Costs of deferring the project include increased maintenance costs to address failing equipment. Emergency repair costs and investing in keep the existing system running will be required if this project is deferred. Operational risk to deferring or cancelling the project is the risk of not being able to power the Fridley campus or motors at PS5. To maintain a reliable level of service, the electrical infrastructure needs to be upgraded.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is provided by bond funds. Over the long-term, operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act (SDWA). Electrical infrastructure at the Fridley campus powers the treatment processes necessary for regulatory compliance. The Minnesota Department of Health requires sustained pressure in the distribution and the National Fire Protection Association (NFPA) guidelines for fire flows/fire protection. These flows and pressures are maintained by high-service pumping infrastructure on the Fridley campus.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level entails: minimum of 20 psi water pressure provided, energy use optimized and assets able to meet service levels at an acceptable level of risk.

The current service level is a 2.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned. Timelines and design are shared with Xcel Energy should they want to do repair or upgrade work without causing additional shutdowns on individual service lines.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

- Operating costs are maintained.
- Present equipment is difficult to safely maintain without major interruption to operation. With redundant switchgear, maintenance can safely be performed without interruption to operations. Electricians' labor can be shifted from reactive repair and capital project support to proactive maintenance.

What is the estimated annual operating cost increase or (decrease) for this project?

Optimized inspection and preventative maintenance strategies may warrant additional staffing in future years with associated labor costs.

Year that Operating Incr/(Decr) will take effect?

Additional inspection activities would begin in 2024.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for neutral change or decrease in operating cost. Upgrading the equipment will allow smarter controls to reduce peak usage on high power equipment while maintaining the level of service to customers. An increase in electrician staffing levels may be warranted in the future.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The project was initiated in 2019 with the design of upgrades to the electrical components of the major raw and finished water pump station happening in parallel with condition assessment of other major campus electrical infrastructure. Based on that initial work, five major phases of the overall program are planned:

- Raw/Finished Water Pump Station Starter Replacement: Design 2019 – 2020, Procurement 2020 – 2021, Construction 2021 – 2023
- Main Campus Switchgear Replacement: Procurement 2021-2022, Design and Construction 2022
- Fridley Softening Plant 480V Electrical Service: Design and Procurement 2023-2024, Construction 2024
- North Campus Switchgear and Electrical Service: Design and Procurement 2023-2024, Design and Construction 2025
- Miscellaneous prioritized electrical improvements: 2023 – 2026

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility will be allowed to adjust work between years once the phased plan is initiated because the build-out schedule of the electrical distribution system is set to ensure continuity of operations.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The water supply system is vital to fire-fighting safety for the entire city. The Electrical Services Rehabilitation project will replace and strengthen major infrastructure components needed to deliver water to the city.

Public Services: The Electrical Services Rehabilitation project will extend the life and reliability of the water supply system for the whole city.

Environmental Justice: The Electrical Services Rehabilitation project will create possibilities for connecting renewable energy.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods affected equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water treatment and distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

Inform residents and businesses when water services will be impacted by projects activities. Explain what is involved in replacing electrical infrastructure through tours and/or videos.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to reliable safe drinking water and fire protection.

Additional Information

Electricity is required to power pumps to move water and for process equipment to operate. Increasing the reliability of the electrical system supports the reliability of the water service. Installing infrastructure to allow pump optimization will allow the City to decrease its monthly energy costs, and make the City a better steward of existing resources and the environment.

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City of Minneapolis

WTR32 - Softening Plant Chemical System Improvements

Project Details:

Project Start Date: 1/1/2019
Estimated Project Completion Date: 12/31/2025
Ongoing Program: No
Current Phase: Design
Level of Need: Significant
Department Priority: 7 of 12

Submitting Agency: Public Works - Water
Contact Person: Dale Folen
Contact Phone Number: 612-661-4908
Contact Email: Dale.Folen@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:
$2,000,000 in 2020, $25,000 in 2021, $1,675,000 in 2022, and $10,150,000 in 2023.

Project Location:

Address: 4300 Marshall Street NE, Minneapolis, MN 55421
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Description of Location: Softening Plant on Fridley Campus

Project Description

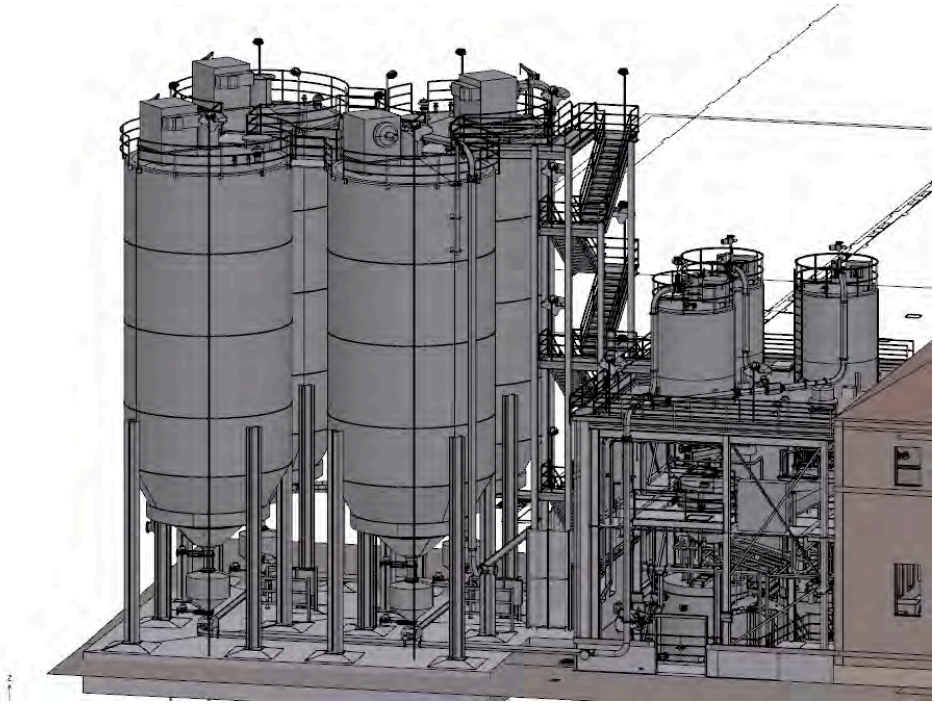
The water softening plant is a vital part of the treatment system that takes water from the Mississippi River and transforms it into high quality drinking water. This project focuses on replacing and improving out-dated chemical feed systems that make the softening plant work. The most significant chemical added in the softening plant is calcium hydroxide, which removes water hardness minerals and the natural organic matter (plant matter) that is in the flowing river. Calcium hydroxide is formed in the plant by adding water to a material called "Lime" (which comes from limestone, a calcium-rich natural mineral). The mixing process is called slaking, and the machines that perform the mixing are called Lime Slakers.

Purpose and Justification

Removing the natural organic matter from the water is important because this reduces the development of disinfection by-products that would otherwise occur in the following treatment steps to prepare the water for drinking. The mineral removal is important because it reduces cost for all customers because they do not need to purchase and operate a home softener. The softening process is also an important part of producing a stable water that does not cause corrosion of lead and copper in customers' home plumbing.

Currently, there are six lime slakers in use at the softening plant. The existing slakers are near the end of their serviceable life. Maintenance frequency has increased, replacement parts are limited in availability, and controls are obsolete. The project will replace existing slakers with a new batch slaking system. The batch slaking system will provide accurate lime dosing, substantially reduce annual maintenance efforts and cost. Lime storage is done with multiple bins, which are concrete containers that are located on the second floor of the softening plant. The slakers are supplied from active storage bins with limited capacity. There are secondary storage bins, adjacent to the active bins, which amount to a total capacity of about one month of storage, which is near the industry standard. However, the secondary bins require manual transfer to the active storage bins before that lime can be used. This manual transfer of the chemical has inherent safety risks and requires extensive labor (using personal protective equipment), mechanical equipment, and electrical power. The project will include new outdoor storage silos to replace the existing lime storage facility. The new silos will have a total capacity to provide at least 30 days of lime usage, and have an automated system to transfer the entire volume to the feed equipment.

The existing system that transfers lime from rail cars or trucks to the storage bins was installed in 1940s. The system has required frequent repairs and is near the end of its service life. The proposed project will include a new lime transfer system that is automated to improve operator safety and minimize labor.



The project is located on the water treatment campus in Fridley. The existing permanganate building at the softening plant will be repurposed to house the new batch slaking system. The new storage silos will be constructed north of the existing permanganate building. The new lime transfer system will be located in the existing track trestle area. The image is from a three-dimensional model of the system during design phase.

Project Cost Breakdown

WTR32

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$8,043,000	$6,012,000	$4,809,000	$0	$0	$0	$0
Design and Project Management	$1,624,000	$1,200,000	$960,000	$0	$0	$0	$0
General Overhead	$483,000	$288,000	$231,000	$0	$0	$0	$0
TOTAL	**$10,150,000**	**$7,500,000**	**$6,000,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

WTR32

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$10,150,000	$7,500,000	$6,000,000	$0	$0	$0	$0
TOTAL	**$10,150,000**	**$7,500,000**	**$6,000,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset? 3-4 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing Lime Storage and Feed System has a high Likelihood of Failure (LOF) score. Frequent repairs have been needed to keep the system operational, the equipment is near or past the typically expected life span, and repair parts are sometimes not available, so specialized fabrications are needed. The Consequence of Failure (COF) is very high. The softening process is vital to the water treatment process, performing the dual role of mineral removal and removal of natural organic matter, as described above. The existing storage system also has an increased COF due to the safety concerns for the employees.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories: social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure score are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

What is the expected useful life of the project/improvement?

25-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The existing slakers and lime storage and transfer system are near the end of their service life requiring extensive maintenance work. The 2021 maintenance cost for the system was approximately $170,000. Deferring this project would result in annual maintenance cost exceeding $200,000, possible system failure, and unacceptable risk to the utility's ability to produce safe drinking water.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act. (SDWA). The U.S. Environmental Protection Agency (USEPA) sets safe drinking water standardsstandard through the SDWA. These standards limit the amount of specific contaminants allowed in drinking water. and ensures Minneapolis Water Treatment and Distribution Services distributes safe, high-quality drinking water meeting USEPA drinking water standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk.

The existing infrastructure is at service level 2 with the goal of meeting service level 5 after project completion.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The operating and maintenance costs will be reduced.

What is the estimated annual operating cost increase or (decrease) for this project?

The estimated annual maintenance cost for the new lime system is approximately $70,000, a 60% reduction from current annual maintenance cost. The new lime system will also have more efficient use of chemical. Expect to have 10% reduction in lime use decreasing the annual chemical cost from $2M to $1.8M.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Replacement of the existing equipment will reduce the labor and materials cost of the on-going repairs. Expanded lime storage will enable more deliveries of lime by rail car rather than trucks, reducing unit chemical costs, labor costs to unload, and lowering carbon footprint for delivery. Improvements to slaker equipment and space utilization are anticipated to result in more efficient operation and maintenance with a corresponding reduction costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable, costs are expected to decrease.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2019: RFP for program consultant and preliminary planning (in-depth alternatives assessment and basis of design).
2020 – 2023: Preliminary Design, Detailed Design, Equipment selection and procurement,
2023 – 2025: Installation and Construction
Prior year remaining bond authorizations will be used in 2023-2025 for detailed design, equipment procurement and construction.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: The Softening Plant Chemical Feed improvements project will result in comprehensive long-term improvements to the lime softening chemical feed and storage system. Effective and reliable lime softening is a key water treatment process to continue providing high quality drinking water to all customers.

Public Health: The Softening Plant Chemical Feed improvements project will result in comprehensive long-term improvements to the lime softening chemical feed and storage system. Effective and reliable lime softening is a key water treatment process to remove organics and minimize disinfection by-products. Young children are particularly susceptible to adverse effects of disinfection by-products.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods will benefit equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

Minneapolis Water Treatment and Distribution Services hosts tours for the community. Minneapolis school students and residents come to these tours to learn how safe drinking water is produced. The existing and future softening plant lime system are part of the tour.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to safe drinking water.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

Water Division spends over $2 million on lime annually. This program enhances and ensures efficient and effective use of this chemical in lime softening - the key process in our overall drinking water treatment profile.

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City of Minneapolis

WTR34 - Fridley Facilities and Campus Improvements

Project Details:

Project Start Date: 1/1/2020
Estimated Project Completion Date: 12/31/2029
Ongoing Program: No
Current Phase: Planning / Design
Level of Need: Desirable
Department Priority: 11 of 12

Submitting Agency: Public Works - Water
Contact Person: Annika Bankston
Contact Phone Number: 612-673-2191
Contact Email: Annika.Bankston@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:
$3,500,000 in 2021

Project Location:

Address: 4300 Marshall Street NE, Minneapolis, MN 55421
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Description of Location: Fridley Campus

Project Description

Develop and implement a master plan for wise use of the Fridley Campus of the water division related to personnel work spaces, equipment storage, materials warehousing, and maintenance shops to more efficiently run the business of the utility. Expected projects include renovations of interior spaces, two to five new buildings, improved roadways, stormwater management and green infrastructure.

Purpose and Justification

The Fridley Campus of the water division was developed beginning in 1925. The age of the buildings has generated some concerns and inefficiencies for the operation of the utility. Most of the office spaces are not compliant with the Americans with Disabilities Act (ADA). The final plans for the expanded Hiawatha facility (WTR18), where our Distribution and Meter operations will be relocated, has limited space for weather-protected storage for their maintenance and construction materials. This storage needs to be provided at Fridley in addition to the storage of materials and equipment used to maintain and operate the treatment facilities. Security improvements are included in the Fridley campus program, through both updated and expanded physical security equipment for access control and surveillance and more secure visitor and delivery traffic routes and meeting spaces. Maintenance activities require modernized spaces for safe and efficient work. For example, we perform painting and coating of many of the specialized fittings and equipment used in our utility. Our paint shop and its paint booth, with associated environmental controls, need to be improved. The existing automotive mechanic shop has limited access and functionality due to its location in the basement of an old building that is a candidate for demolition.

Project Visuals and Map

The specific buildings and sub-projects have not yet been finalized, however, the images below show renderings of one possible configuration of the Fridley Campus at project completion.







Project Cost Breakdown

WTR34

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$456,000	$2,370,000	$912,000	$456,000	$0	$0
Design and Project Management	$0	$25,000	$130,000	$50,000	$25,000	$0	$0
General Overhead	$0	$19,000	$100,000	$38,000	$19,000	$0	$0
TOTAL	**$0**	**$500,000**	**$2,600,000**	**$1,000,000**	**$500,000**	**$0**	**$0**

Submitting Agency Funding Request

WTR34

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$500,000	$2,600,000	$1,000,000	$500,000	$0	$0
TOTAL	**$0**	**$500,000**	**$2,600,000**	**$1,000,000**	**$500,000**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New and Existing
If the project is an existing asset, what is the observed remaining life of the asset?
Existing building spaces were last constructed or renovated 25 to 40 years ago and have reached the end of useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

A condition and needs assessment of interior spaces in existing facilities was conducted in 2021. Many spaces were recommended for window replacements and HVAC improvements. While other spaces are in useable condition, all rated high priority for upgrades necessary to meet the expectations of a modern/current workspaces, each 5 on a scale of 1 to 5. Projects are further prioritized based on weighted criteria of safety and security, criticality to operations, potential O&M cost savings, resiliency impacts, and scheduling importance.

What is the expected useful life of the project/improvement?

25 to 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Our employees need modernized facilities to work safely and effectively. Modern spaces and facilities help make the City an employer of choice.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

No additional non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Design of new buildings will conform with the International Building Code and adhere to ADA standards. Improvements will be designed to LEED criteria appropriate for their building and project type. Renovations will adhere to similar standards to the extent possible in old buildings.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Modernized facilities and campus grounds that promote employee safety, collaboration, efficiency and well-being and are welcoming to visitors and our outside partners.

Overall current rating is 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None planned.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Expect a decrease in operating cost due to efficiencies in building mechanical systems and incorporation of renewable energy sources.

What is the estimated annual operating cost increase or (decrease) for this project?

There is no submetering of existing buildings' electrical and natural gas usage on the Fridley campus so specific quantification of energy cost savings are not yet possible.

Year that Operating Incr/(Decr) will take effect?
Dependent upon project phasing.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The proposed project will result in decreased operating costs that are directly related to modern design standards, including utilization of the criteria of Leadership in Energy and Environmental Design (LEED). Renewable energy opportunities will be maximized.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

New infrastructure to be constructed will be determined during subsequent phases of the project.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2020: Selection of consultant to prepare needs assessment and prioritize needs, and develop alternatives. 2021: Developed master plan defining sub-projects and planning-level cost estimates.
2022 - 2023: Architectural design of renovations of existing interior spaces (offices, locker rooms, lunchrooms, etc.).
2023 - 2030: Renovation of interior spaces and continued cycles of design and construction of phased projects.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is possible to adjust expenses between years.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: People spaces will be made more accessible. Improved traffic flow and traffic safety is a core driver for the project.

Public Services: Services can be delivered more effectively and professionally in modern facilities. Deficiencies of the existing facilities can be addressed thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost-effective manner.

Environmental Justice: Facilities will be improved under current design standards, including utilization of the criteria of Leadership in Energy and Environmental Design (LEED) and incorporation of renewable energy improvements.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The water treatment campus is in the City of Fridley in a public facilities district zone. While the project is outside Minneapolis, all areas of our city benefit from the reliable production of safe drinking water.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform the public. Collaborate with affected employees.

Describe the engagement and what have you learned?

When giving tours of the existing campus, the need for more accessibility is apparent.

Analysis

How does the outcome for this project help the city achieve racial equity?

Modern spaces accommodating the needs and styles of a diverse workforce serve to promote the city as an employer of choice to have a workforce more reflective of the community we serve.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

The final plans for the expanded Hiawatha facility (WTR18), where our Distribution and Meter operations will be relocated, has limited space for weather-protected storage for their maintenance and construction materials. This storage and associated warehousing operations need to be provided at Fridley under this project.

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City of Minneapolis

WTR35 - Renewable Energy at Water Treatment Campuses

Project Details:

Project Start Date: 1/1/2020
Estimated Project Completion Date: 12/31/2030
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 10 of 12

Submitting Agency: Public Works - Water
Contact Person: Dale Folen
Contact Phone Number: 612-661-4908
Contact Email: dale.folen@minneapolismn.gov
Website:
Prior year(s) bond authorization amount:
$2,500,000 in 2020

Project Location:

Address: Varies
City Sector: City-wide
Affected Neighborhoods: City-wide
Affected Wards: All
Description of Location: Fridley and Columbia Heights Campuses

Project Description

This program was originally intended to design and install a variety of renewable energy sources to supply power to the water treatment and pumping systems in the Water Division. The installations would be owned and operated by the City. Design was completed on the first project to construct a photovoltaic solar energy system at the Columbia Heights campus. Upon receiving cost proposals for the system, the capital cost of the system would not be offset by electrical cost savings and the project would adversely impact the water enterprise fund. In partnership with the Property Services Division, the Water Division is pursuing a Power Purchase Agreement for the installation under a current City agreement with a solar developer.

Future projects will evaluate more solar installations at the Water division's treatment campuses in Columbia Heights and Fridley. Work will also consider opportunities to develop wind or small-scale hydroelectric sources. Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impact the enterprise funds, grants or other means of offsetting capital costs will be necessary.

Purpose and Justification

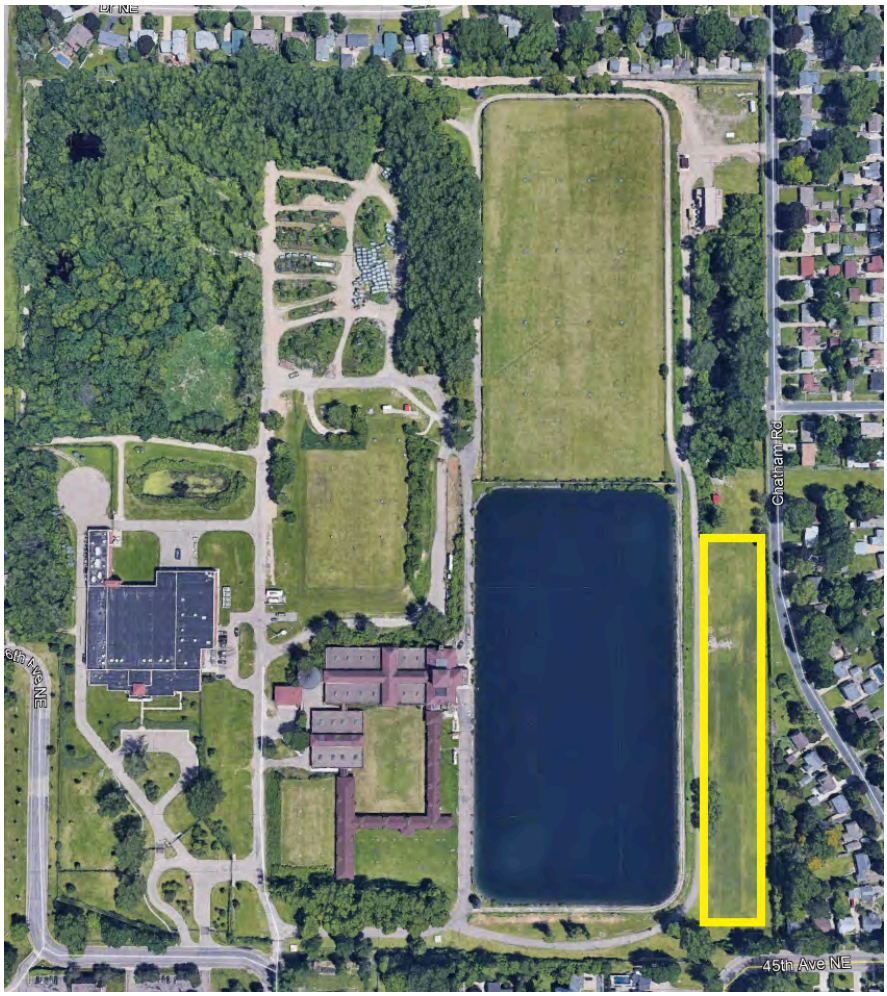
The Minneapolis City Council and Mayor Jacob Frey adopted goals on April 27, 2018 for Minneapolis to move to 100% renewable electricity for municipal facilities and operations by 2022 and citywide by 2030. The City's goal of 100% renewable electricity for enterprise operations is met through solar subscription programs, in which the Water division participates. The City has an additional goal that 10% of the renewable electricity comes from on-site generation within City enterprise property limits. These goals serve as a strategy to meet the City's aggressive greenhouse gas emission reduction and climate change goals by moving away from fossil fuels.

The Minneapolis Division of Water Treatment & Distribution Services uses 8 to 9 million kilowatt-Hours (kWh) of electricity per year to treat and distribute (pump) water from its Columbia Heights campus. An additional 30 million kWh per year are used by facilities on its Fridley campus. In order to meet the adopted goals for the City, renewable energy generated on-site must be integrated into the energy portfolio of the Water Division's treatment and pumping infrastructure.

Ongoing work will continue to evaluate and plan feasible locations for additional solar installations as well as consideration of wind and hydropower energy recovery. The Fridley campus has land area that could potentially allow installation of power generation systems. The timing for projects on the Fridley campus need to be coordinated with the ongoing Electrical Service Rehabilitation program (WTR31).

Project Visuals and Map

Location (yellow box) of future solar array at Columbia Heights campus.



Project Cost Breakdown

WTR35

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$401,000	$3,206,000	$521,000	$0	$0	$0
Design and Project Management	$0	$80,000	$640,000	$104,000	$0	$0	$0
General Overhead	$0	$19,000	$154,000	$25,000	$0	$0	$0
TOTAL	**$0**	**$500,000**	**$4,000,000**	**$650,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

WTR35

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$0	$500,000	$4,000,000	$650,000	$0	$0	$0
TOTAL	**$0**	**$500,000**	**$4,000,000**	**$650,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset? Not Applicable.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not Applicable.

What is the expected useful life of the project/improvement?

25 to 30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

No operating impacts to the Water division.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impact the water enterprise fund, grants or other means of offsetting capital costs will be necessary.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Solar America Board for Codes and Standards (Solar ABCs)
Institute of Electrical and Electronics Engineers (IEEE)
National Fire Protection Association (NFPA) issues the National Electrical Code® (NEC), the Uniform Fire Code.

There are many detailed requirements and recommendations in each of the standards.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Project will meet service level target when renewable energy generated on-site comprises the required portion of the Water division's electrical use necessary to meet City goals.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impact the water enterprise fund, grants or other means of offsetting capital costs will be necessary.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

To be determined.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The Columbia Heights solar array will initially lead to a small increase in operating costs. There will be minimal maintenance costs because, under the power purchase agreement, maintenance of the solar array will be paid for and carried out by the solar system owner & operator.

Future projects' operating and maintenance costs will be assessed during evaluation stages.

What is the estimated annual operating cost increase or (decrease) for this project?

For the Columbia Heights solar array year one operating costs are expected to increase by $10,000. Each year after operating costs are expected to decrease by a couple thousand dollars per year.

Future projects' operating costs will be assessed during evaluation stages.

Year that Operating Incr/(Decr) will take effect?

For the Columbia Heights solar array the cost increase will take place when the array becomes operational, which is expected to be 2023.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating costs (i.e. electricity expenses) will increase in the initial years and then decrease over time turning into operating cost savings. In exchange for the contractor building and maintaining a solar array a power purchase agreement requires Minneapolis Water to pay annually for the electricity produced by the solar array at a fixed cost per kWh for the life of the contract, 20 years. As a result, Minneapolis Water will no longer need to purchase the electricity generated by the array from Xcel Energy. Operating cost increases and eventually savings are determined each year by the difference between the fixed rate paid under the power purchase agreement and the rates and fees Minneapolis would have been paid to Xcel Energy. As Xcel Energy rates are expected to

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2021: Design solar array at Columbia Heights Campus
2022 -2023: Enter into power purchase agreement and solar developer constructs array at Columbia Heights Campus
2024: Evaluation of additional sites for solar or wind installations on campus lands and buildings and associated financing strategies. Initial focus will be on a large footprint area available at the Fridley campus.
2025 and beyond: Continued identification of feasible renewable installations and financing options.

Prior year bond authorizations will be used for design and necessary site improvements.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is possible. The entire program will be a series of sub-projects.

increase over time the initial operating cost increase is expected to turn into operating cost savings that increases over time.

Future projects' operating costs will be assessed during evaluation stages.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Annual operating costs are expected to increase by a very modest amount and then turn to operating cost savings. During the initial years water enterprise revenue will be used to offset the additional costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Life Cycle costs (incorporating capital costs, electrical cost savings, and maintenance cost increases) will be evaluated for all alternatives and impacts to the Water enterprise fund operating budget and long-term pro forma will be evaluated and transparently communicated to Public Works and Finance Departments and the City Council.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice: Using renewable energy sources for drinking water treatment and distribution.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city will be served equally by this program on the water treatment campuses and the benefits of incorporating renewable energy into the division's portfolio.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous supply and distribution of drinking water throughout Minneapolis.

What data is available or missing? How can you obtain additional data?

Not Applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Prior efforts by others to solicit public engagement and support of the city's Climate Action Plan.
Division will inform neighbors in vicinity of specific projects.

Describe the engagement and what have you learned?

Future task.

Analysis

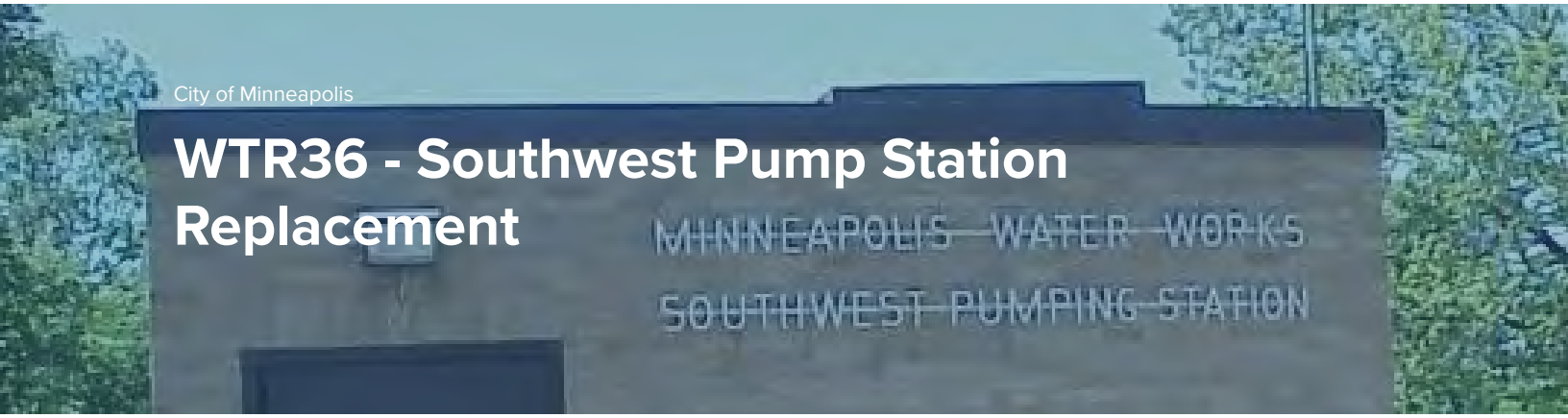
How does the outcome for this project help the city achieve racial equity?

This project will serve the whole city equally.

Additional Information

The capital budget for this program is requested to allow flexibility of constructing, owning and operating the renewable energy systems. If an option is found for each specific setting that is more economically viable than owning the system, then the better option will be pursued.

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City of Minneapolis

WTR36 - Southwest Pump Station Replacement

Project Details:

Project Start Date: 1/1/2023
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Planning & Design
Level of Need: Important
Department Priority: 8 of 12

Submitting Agency: Public Works - Water
Contact Person: Chris Larson
Contact Phone Number: (612) 661-4903
Contact Email:
christopher.larson@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: $750,000 in 2023

Project Location:

Address: 4000 France Ave S Minneapolis, MN 55416
City Sector: Southwest
Affected Neighborhoods: Linden Hills, East Harriet, Fulton, Lynnhurst, Fuller
Affected Wards: 8, 10, 11, 13
Description of Location: Southwest Pump Station

Project Description

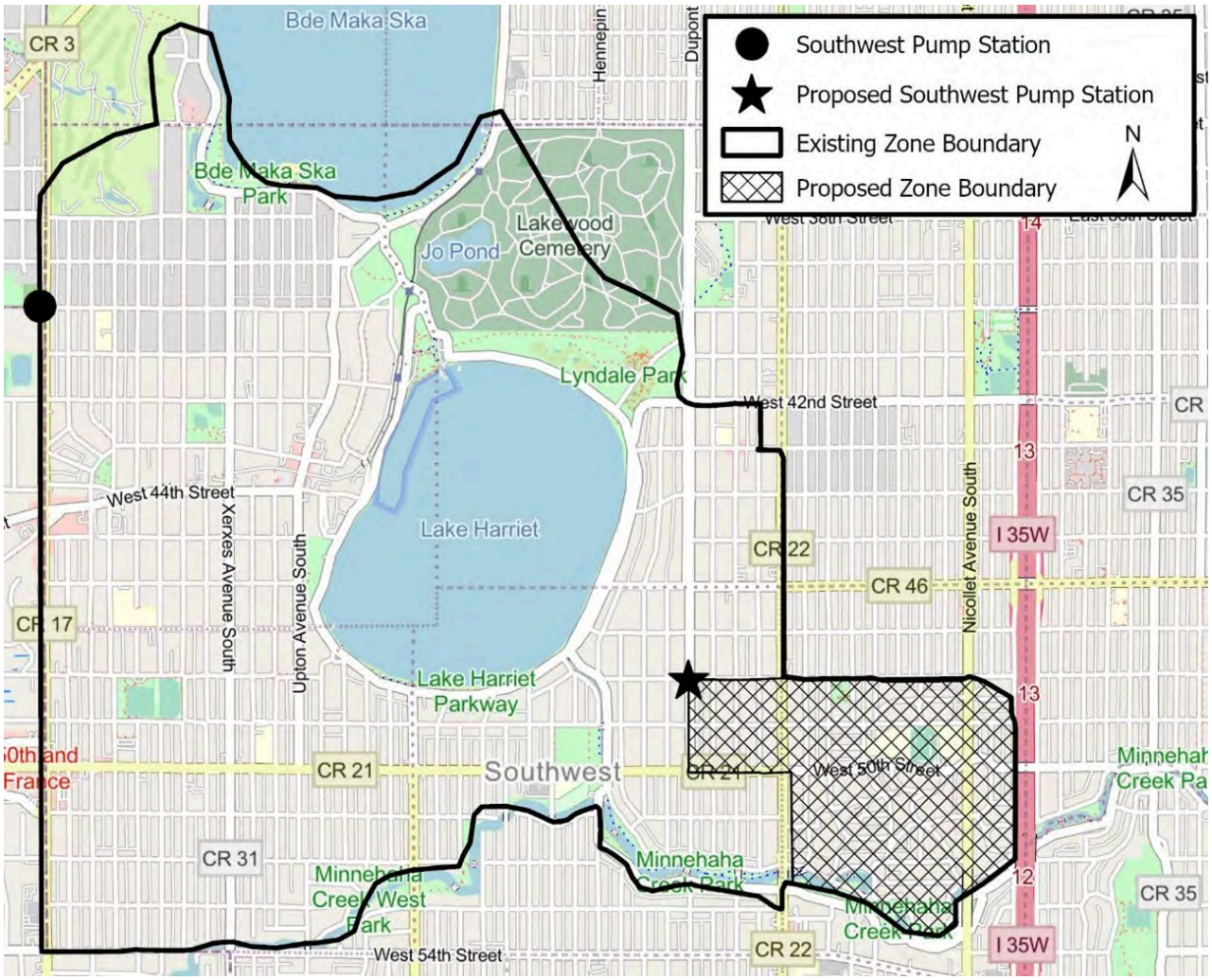
Replace an existing pump station with one providing adequate water pressure to elevated areas in the southwest portion of the city. The existing pump station was built as an interim facility in the 1960's as a part of a long-term plan of adding a large-volume water storage reservoir at the far end of the water distribution system. Since that time, the operating philosophy evolved and more reservoirs were built at a high ground elevation, which remain effective during pumping outages (e.g. in event of power failures). A small pump station is still needed to serve the southwestern zone of the city, however, recent studies have shown that energy efficiency and system reliability can be improved in the area by reducing the size of the high service area. This project will include pipe and valve replacements, repairs and modifications in the distribution system at the boundaries of the pressure zone, as well as the installation of a new pump station.

Purpose and Justification

The existing pump station was built with a different operating philosophy in mind, which makes it over-sized and inefficient for the current needs. Further, since it was constructed as an interim facility, the pumps, equipment and building structure have reached their end of life. Modifications to the pressure zone boundary are planned to optimize the station size and distribution system operations within the pressure zone while maintaining adequate fire flows and system pressures in the area.

Project Visuals and Map

This map displays the realignment of both the existing and proposed Southwest High Service Zone.





Existing pump station

Project Cost Breakdown

WTR36

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$750,000	$367,000	$2,621,000	$233,000	$0	$0	$0
Design and Project Management	$0	$450,000	$600,000	$200,000	$0	$0	$0
General Overhead	$0	$33,000	$129,000	$17,000	$0	$0	$0
TOTAL	**$750,000**	**$850,000**	**$3,350,000**	**$450,000**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

WTR36

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$750,000	$850,000	$3,350,000	$450,000	$0	$0	$0
TOTAL	**$750,000**	**$850,000**	**$3,350,000**	**$450,000**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
The project replaces an existing asset that is past its useful service life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Condition of pump station is poor. Pump operational failures have occurred and pumps need more maintenance than is typical for similar equipment. Poorly-configured piping and valve systems necessitate the whole pump station be taken out of service to inspect or repair a pump. Condition of some valves in distribution system is poor. A check valve installed in 1911 was recently found to be jammed fully open, which causes wasted pumping energy.

Southwest Pump Station will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating systems for all 4000+ assets in its water treatment asset registry. Assets are given scores (from 1 to 10) in three categories: physical condition, operational performance, and reliability. Physical condition ratings range from (1) Excellent condition/like new to (10) Unserviceable. Operational performance ratings range from (1) Exceeds current requirements to (10) Failing/not capable of sustaining required performance. Finally, reliability ratings range from (1) As specified by manufacturer to (10) virtually inoperable. These three ratings are combined in a weighted average to generate an overall Likelihood of Failure score from 1 to 10. This Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

The pump station has four pumps. One pump has a Likelihood of Failure score of 10, since it has already failed. The other three pumps have a Likelihood of Failure score of 5.

What is the expected useful life of the project/improvement?

The new pump station structure will have a useful life of 50 years. The pumps and related equipment are expected to have a useful life of 25 years. Modifications to the distribution system are expected to have a useful life of 100 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the assets are past their expected useful life, the risk of failure is elevated, resulting in increased potential corrective / emergency maintenance costs as well as diminished service and fire protection in the affected area until the emergency repairs can be made. Delay of the project further increases the likelihood of these impacts.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

As of March 2023, all funding for this program is planned to come from water enterprise bond funds. Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.
Long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

National Fire Protection Association standards. Recommended Standards For Water Works, A Report of the Water Supply Committee of the Great Lakes - Upper Mississippi River Board of State and Provincial Public Health and Environmental Managers.

Current Performance for Distribution System pressure - parts of the zone have a pressure higher than recommendations.
Current Performance for Fire Fighting capacity - flows are adequate if the system is fully running.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level includes: a minimum of 35 psi water pressure provided, energy use optimized, and assets able to meet the regulatory, industry or environmental standards outlined in previous question.

The existing infrastructure is at level 3, with a project goal of meeting level 5.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

As of March 2023, all funding for this program is planned to come from water enterprise bond funds. Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.
Long-term operation and maintenance costs will be covered by water enterprise revenue.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

An agreement is in place with the City of St. Louis Park to allow replacement of the pump station, which bought the property from Minneapolis a few years ago.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Project will reduce operation & maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

It is anticipated that electrical costs will decrease with newer pumps as opposed to the current worn pumps, but as the project is still in planning phase, the extent of those savings has not been quantified.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Internal components of the pumps have worn down, and operate below design efficiency. The primary operating cost decrease will be through energy savings, the extent of which will be determined in the design phase. Valves are worn and perform marginally, making the pump station more difficult and costly to maintain. Proposed pumps are planned to match actual operation, leading to more efficient operation.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Expected annual operating costs are anticipated to be equal to or less than existing system. Costs will continue to be paid by the annual expense budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Study Phase – 2022 to 2023
Design phase – 2023 to 2024
Construction phase – 2024 to 2025

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – Maintaining reliable fire-fighting capacity to this defined area of the city is necessary for public safety.

Built Environment and Transportation – Providing reliability of the City's water infrastructure.

Public Services – Maintains ability to provide fire protection and high-quality drinking water to all residents.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Southwest Community, Minneapolis

White 83.7%
Of Color 14.4%
Black or African American alone 5.5%
American Indian and Alaskan Native alone suppressed
Asian or Pacific Islander alone 1.8%
Other alone 0.2%
Two or more races alone 3.6%
Hispanic or Latino (of any race) 4.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not Applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. The current site of the Pump Station in outside of Minneapolis city limits. There is a possibility of relocating the station within the city boundary. We will inform the nearby property owners of the planned work and discuss options to confirm the project is aesthetically pleasing, within a reasonable cost.

Describe the engagement and what have you learned?

Future task.

Analysis

How does the outcome for this project help the city achieve racial equity?

This service area will receive benefits to match the rest of the City.

Additional Information

The Southwest Pump Station has reached the end of its effective service life. An improved operational strategy has been developed through the decades since its construction. Because it is necessary to replace this

infrastructure, it is an opportunity to design the new system in a way that maximizes reliability and reduces long-term costs and energy use.

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City of Minneapolis

WTR37 - Northeast High Service Booster Pumps

Project Details:

Project Start Date: 1/1/2023
Estimated Project Completion Date: 12/31/2025
Ongoing Program: No
Current Phase: Planning & Design
Level of Need: Important
Department Priority: 9 of 12

Submitting Agency: Public Works - Water
Contact Person: John Howes
Contact Phone Number: 612-297-7034
Contact Email: John.Howes@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: Not applicable.

Project Location:

Address: 4640 Chatham Rd Columbia Heights, MN 55421
City Sector: Northeast
Affected Neighborhoods: Waite Park, Windom Park, Audubon Park, Northeast Park
Affected Wards: 1
Description of Location: Columbia Heights Campus

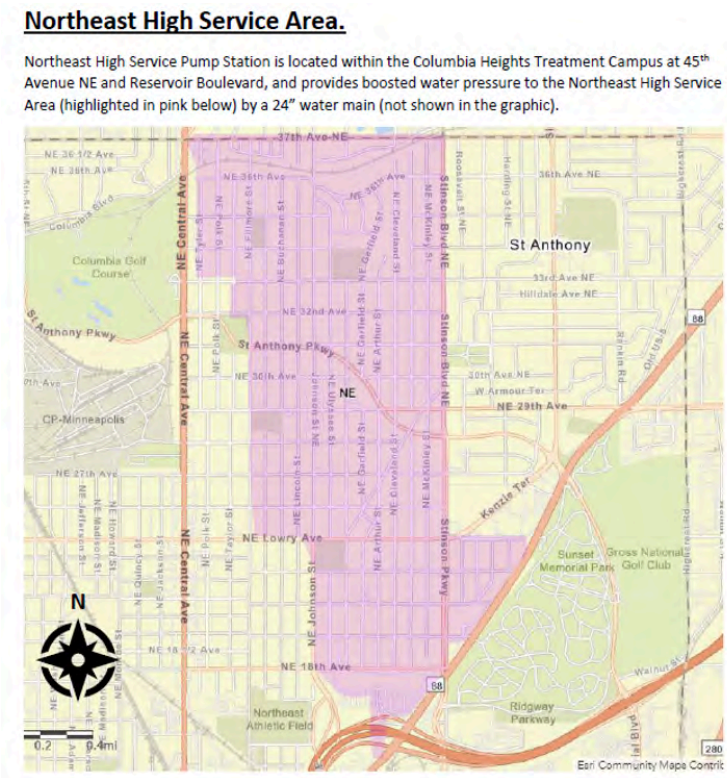
Project Description

This project replaces the existing pumps and related equipment that provide boosted pressure to the water distribution system in portions of northeast Minneapolis. The geographic area referred to as the Northeast High Service area is so defined based on the relatively high elevation relative to the surrounding areas of the City. This elevation necessitates booster pumping to maintain adequate pressure in this area.

Purpose and Justification

The pumps and valves that make up the Northeast High Service Pumping Station were installed in the 1950s and are past their useful life. Wear inside the pumps has reduced their performance, and the valves do not function properly. In addition, the pumps and related equipment is located inside a small space within another City pumping station, which allows marginal space and access for regular and safe maintenance of the equipment. This project will expand the building footprint of the existing pump station and provide renewed pumping assets, providing renewed reliability and lower maintenance costs.

Project Visuals and Map





Picture of the Northeast High Service pumps.

Project Cost Breakdown

WTR37

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$792,000	$1,893,000	$1,082,000	$0	$0	$0	$0
Design and Project Management	$160,000	$126,000	$72,000	$0	$0	$0	$0
General Overhead	$48,000	$81,000	$46,000	$0	$0	$0	$0
TOTAL	**$1,000,000**	**$2,100,000**	**$1,200,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

WTR37

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Bond Activity	$1,000,000	$2,100,000	$1,200,000	$0	$0	$0	$0
TOTAL	**$1,000,000**	**$2,100,000**	**$1,200,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?
The project replaces an existing asset that is past its useful service life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories: social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

Assets associated with this project have approached end of useful life as demonstrated by reduced performance, operational failures, visual inspection, hydraulic testing and asset age vs. expected life.

What is the expected useful life of the project/improvement?

The existing pump station building expansion will have a useful life of 50 years. Pumps and related equipment have an expected useful life of 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the assets are past their expected useful life, the risk of failure is elevated, resulting in elevated corrective / emergency maintenance costs as well as diminished service / fire protection in the affected area until the emergency repairs can be made. Delay of the project further increases the likelihood of these impacts.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

As of March 2023, all funding for this project is planned to come from water enterprise bond funds. Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.
Long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

National Fire Protection Association Standards [available fire flows]
Recommended Standards for Water Works [pressures]

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level includes: Minimum of 20 psi water pressure provided, energy use optimized, assets restored to full expected useful life, and assets able to meet the regulatory, industry or environmental standards outlined in previous question.

The existing infrastructure is at level 2, with a project goal of meeting level 5.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

None.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None, the physical location of the existing asset and proposed new asset will be inside secure City property.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

None identified.

Does the project support redevelopment opportunity that without the project would be infeasible?

No.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The new equipment will have similar preventative maintenance costs to the existing. Corrective / emergency maintenance and repairs will be eliminated or reduced for at least the initial part of the equipment lifecycle.

What is the estimated annual operating cost increase or (decrease) for this project?

It is anticipated that electrical costs will decrease with newer pumps compared to the existing worn pumps. At this stage of the project (planning), the extent of those savings has not been quantified.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Internal components of the pumps have worn down, and operate below design efficiency. The primary operating cost decrease will be through energy savings, the extent of which will be determined in the design phase. Valves are worn and perform marginally, making the pump station more difficult and costly to maintain.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Expected annual operating costs are anticipated to be less than current. Costs will continue to come from the water enterprise revenue.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable, project is new.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design phase - 2023
Construction phase - 2024-2025

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.
Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.
Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.
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Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – Maintaining reliable fire-fighting capacity to this defined area of the city is necessary for public safety.

Built Environment and Transportation – Providing reliability of the City's water infrastructure.

Public Services – Maintains ability to provide fire protection and high-quality drinking water to all residents.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Northeast High Service area includes the neighborhoods of Waite Park, Audubon, Windom Park and Northeast Park. The racial demographics of the constituents is presented in a table in the section below.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The improvements serve constituents in the area equally without distinction.

What data is available or missing? How can you obtain additional data?

None.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

No formal public engagement activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

The project ensures equal level of water service to residents in the affected high service area, relative to the rest of the City.

Racial Demographics of Constituents

Race / Ethnicity (2016-2020)	Waite Park	Waite Park %	Audubon Park	Audubon Park %	Windom Park	Windom Park %	North east Park	Northe ast Park %
American Indian	30	1%	3	0%	80	1%	30	4%
Asian/Pacific Isl.	68	1%	130	2%	212	4%	4	1%
Black	96	2%	741	14%	271	5%	11	2%
Hispanic	421	7%	326	6%	206	4%	63	9%
Some other race	16	0%	10	0%	0	0%	0	0%
Two or more races	491	9%	297	6%	347	6%	24	3%
White	4,644	81%	3857	72%	4505	80%	576	81%

Additional Information

The project will renew an existing asset that has reached its useful life, to ensure that service to the affected residents is reliable and delivered a low cost of operation and maintenance.

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City of Minneapolis

WTR38 - Washburn Water Tower

Project Details:

Project Start Date: 01/01/2024
Estimated Project Completion Date: 12/31/2025
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 12 of 12

Submitting Agency: Public Works - Water
Contact Person: Josh Brown & Dale Folen
Contact Phone Number: 612-661-4902 & 612-661-4908
Contact Email: Joshua.brown@minneapolismn.gov
dale.folen@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: N/A

Project Location:

Address: 401 Prospect Avenue
City Sector: Southwest
Affected Neighborhoods: Tangletown
Affected Wards: 11
Description of Location: Washburn Water Tower

Project Description

The proposed project will include repair of the existing Washburn Water Tower to address concrete deterioration caused by long-term weathering. The tower was constructed in 1932 as part of the city water distribution system. The tower was placed on the National Register of Historical Places (NRHP) in 1983. The exterior of the tower had spot repairs completed in 2003 but is again in need of repairs as shown by pieces of concrete debris found around the base of the tower.
The project will repair the deficiencies found in recent inspections, including exterior concrete restoration, statue anchoring, exterior cleaning and coating, and structural improvements to interior steel access platforms.

Purpose and Justification

The tower is currently not in operation but holds a historical significance to the City of Minneapolis and is currently on the NRHP. The project would address deterioration to the existing structure and prolong the integrity of the structure. The neighborhood has an organized garden club that maintains landscaping at the base of the tower, but that work cannot be done because of the risk of falling concrete debris from the tower.

Project Visuals and Map

Washburn Tower overhead view





Observed fallen concrete at the base of the water tower

Project Cost Breakdown

WTR38

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$0	$0	$962,000	$0	$0	$0	$0
Design and Project Management	$0	$96,000	$192,000	$0	$0	$0	$0
General Overhead	$0	$4,000	$46,000	$0	$0	$0	$0
TOTAL	**$0**	**$100,000**	**$1,200,000**	**$0**	**$0**	**$0**	**$0**

Submitting Agency Funding Request

WTR38

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Use Of Fund Balance	$0	$100,000	$1,200,000	$0	$0	$0	$0
TOTAL	**$0**	**$100,000**	**$1,200,000**	**$0**	**$0**	**$0**	**$0**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Vertical Infrastructure (Facilities)
Is this request a new capital project or an existing project? New
If the project is an existing asset, what is the observed remaining life of the asset?

The overall tower is structurally sound, but certain details have been weakened and or broken by long-term weather effects. The project's restoration and repairs will prolong the asset's life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

An exterior condition assessment was completed in 2022 by Structural Engineers specializing in building restoration, and their report summarized their findings. There has been deterioration of the concrete structure with more significant deterioration around the eagle statues and guardian statues that are mounted to the exterior of the tower. An interior steel platform, used to access the roof of the tower was also found to be deteriorated and in need of structural repair.

What is the expected useful life of the project/improvement?

20 to 30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Concrete will continue to deteriorate in locations of the exterior of the tower leading to concrete falling to the ground near the base of the tower into landscaping areas that are tended by a local gardening club. This could lead to injuries of people in the area. There is also the potential of statues separating from the exterior of the tower.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from bond funds.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Repair of the structure will likely be subject to NRHP guidelines, so discussions with the Minnesota Historical Society will be conducted. The repairs will be made to maintain the overall historical look of the structure.
What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is

"complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full-service level will include: safe and complete structural repairs, enhanced pedestrian safety, and safe maintenance access of the tower.
The existing infrastructure is at a service level 2.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Potential grants for the restoration and repairs will be explored, evaluated, and pursued.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

Minnesota Historical Society, as noted above.
Others to be determined.
Describe any inclusion of public art with the project or collaboration with Art in Public Places:

None planned

Economic Development

Will the project contribute to growth in the City's tax base? Y/N

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The new repairs will marginally reduce maintenance costs associated with the tower. The repairs will eliminate any potential emergency repairs as a result of continued deterioration of the structure that has been observed and documented.

What is the estimated annual operating cost increase or (decrease) for this project?

At this stage of the project (planning), the extent of those savings have not been quantified.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

No change in operational costs are anticipated

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable as this is a new project

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design – 2024
Construction – 2025
Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Some flexibility

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Public Services - The City prioritizes reliable and equitable access to high-quality public services.
Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.
Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.
Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – The deterioration of the exterior of the tower is leading to various sized pieces of concrete falling into the garden/planting area at the base of the tower. This project will provide structural improvements to the exterior concrete surface and ornaments as well as the interior steel walkway structure.

Arts and Culture – This historic water tower holds a significance to the City of Minneapolis and is currently on the National Register of Historical Places. This project is intended to prolong the life of this structure so that it can remain a landmark to this neighborhood and the City of Minneapolis.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Washburn Tower is located in the Tangletown Neighborhood in Southwest Minneapolis.

The racial demographics of the constituents is presented in a table in the section below.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The improvements serve constituents in the area equally without distinction.

What data is available or missing? How can you obtain additional data?

None

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.
Inform the local neighborhood group regarding the project

Describe the engagement and what have you learned?

No formal public engagement activities have been completed at this time

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Racial Demographics of Constituents

Race & Ethnicity (2017-2021)		
White	43,028	83.7%
Of Color	7,413	14.4%
Black or African American alone	2,835	5.5%
American Indian and Alaskan Native alone	suppressed	
Asian or Pacific Islander alone	940	1.8%
Other alone	122	0.2%
Two or more races alone	2,005	3.9%
Hispanic or Latino (of any race)	2,380	4.6%

Additional Information

The tower is a unique historical feature in the City of Minneapolis.

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City of Minneapolis

WTR9R - Reimbursable Water Main Projects

Project Details:

Project Start Date: 1/1/2011
Estimated Project Completion Date: 12/31/2029
Ongoing Program: Yes
Current Phase:
Level of Need: Significant
Department Priority:

Submitting Agency: Public Works - Water
Contact Person: Marie Asgian
Contact Phone Number: (612) 673-5682
Contact Email: Marie.asgian@minneapolismn.gov
Website:
Prior year(s) bond authorization amount: Not applicable.

Project Location:

Address: Various
City Sector: Multiple
Affected Neighborhoods: Various
Affected Wards: Various
Description of Location: Various

Project Description

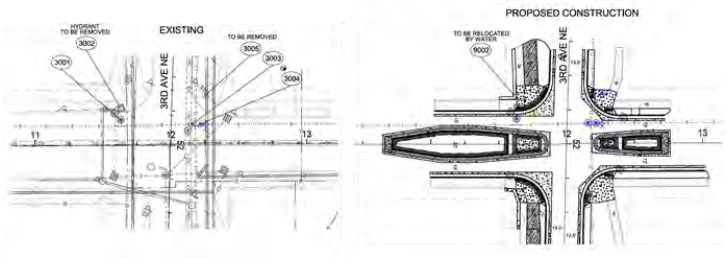
These funds are requested to allow Public Works Water Distribution to do "work for others" (public and private) that is reimbursed by the requesting agency, business or individual. This is essentially a pass-through appropriation to cover the costs during construction that will invoiced and recovered upon its completion. The work performed under this project is primarily relocation of water main and other distribution system components to facilitate installations by other entities such as MNDOT, LRT, Xcel, and Centerpoint.

Purpose and Justification

See project description.

Project Visuals and Map

Existing and proposed drawings showing the relocation of water infrastructure.



Project Cost Breakdown

WTR9R

	2023 Council Adopted Budget	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Construction Costs	$1,603,000	$1,603,000	$1,603,000	$1,603,000	$1,603,000	$1,603,000	$1,603,000
Design and Project Management	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000	$320,000
General Overhead	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000	$77,000
TOTAL	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Submitting Agency Funding Request

WTR9R

	2023 Council Adopted	2024 Budget	2025 Budget	2026 Budget	2027 Budget	2028 Budget	2029 Budget
Charges for Services and Sales	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$2,000,000
TOTAL	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**	**$2,000,000**

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required Level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Please select the asset type: Horizontal Infrastructure
Is this request a new capital project or an existing project? Existing
If the project is an existing asset, what is the observed remaining life of the asset?

The remaining life of the asset varies but the work is driven by and reimbursed by others who require water infrastructure relocation to accomplish other work. Two examples of this work are lowering a water main to accommodate a crossing of a new or upgraded underground utility and the relocation of a fire hydrant in to accommodate a street reconstruction project that has intersection bump-outs.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The asset condition is generally good but the asset location needs to be altered to accomplish project work by others, e.g. relocation of a fire hydrant as part of a street reconstruction project where the roadway width is being altered. The metric for asset condition is that the item is fully functional as an integral part of the water distribution system.

What is the expected useful life of the project/improvement?

40 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This allocation is cost neutral: revenues equal expenses. This allocation allows the Water Division to perform work in advance of project work by other contractors to minimize the impact to project schedules.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This work is typically a one-for-one replacement in kind of an existing asset for a new one. The capital outlay is reimbursed. On-going maintenance costs are the same.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Requirements of the Safe Drinking Water Act, American Water Works Association standards for water system components, the City's Supplemental Standards for Construction in the Public Right of-way and sound engineering practices.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level entails the asset being fully functional as a drinking water distribution system component. The goal is to be at level 5 at the end of the project.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This is a pass-through appropriation wherein water enterprise revenue funds are utilized to perform work. Upon completion, expenses are accumulated and invoiced for reimbursement by the requesting entity. The relative timing of the work is controlled by the requesting entity.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project:

This project is collaborative in that all work is requested and funded by others.

Describe any inclusion of public art with the project or collaboration with Art in Public Places:

Not applicable.

Economic Development

Will the project contribute to growth in the City's tax base?

No.

Describe the economic development impact of the project:

Not applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This work is typically a one-for-one replacement in kind of an existing asset for a new one. On-going maintenance costs are the same.

What is the estimated annual operating cost increase or (decrease) for this project? $0

Year that Operating Incr/(Decr) will take effect? Not applicable.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various projects for outside agencies, other utilities, and sometimes for other divisions of public works. Operating cost impacts cannot really be determined but since the work is primarily a one-for-one re-location of existing water main or distribution system components, the operating costs would not change. The Water Distribution operating budget would cover any routine costs that would result from the improvements made by this program. Generally, operational costs are cost-neutral or slightly decrease since a used, but serviceable, component is being replace with a new component. Efficiency improvements are considered wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Project is funded by Water Revenue and not bond funded. Since work under this project is reimbursable water system alterations, work is invoiced upon the completion so that revenues equal expenses.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not applicable.

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.
Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Built Environment & Transportation - This project supports development and infrastructure improvement projects by providing a tool to resolve utility conflicts within the right-of-way. At times, relocating water main (on a fee-for-service basis) can facilitate a cost-effective solution to transportation improvement projects and other infrastructure projects.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Work occurs citywide.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Work is utility relocation within the public right-of-way at the request of and financed by a bigger overarching project. The water system work is small and typically unnoticed as compared to the overarching project but critical to the continuity of service to all water customers.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Not applicable- the project work is utility relocation within the public right of way to accommodate improvement projects by others. Any community engagement would be part of the over-arching project that is requesting the utility relocation.

Describe the engagement and what have you learned?

Not applicable.

Analysis

How does the outcome for this project help the city achieve racial equity?

While this does not specifically help the city achieve racial equity, it provides continuity of water service to all water users.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved:

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