

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

Presents

# THE CLIC REPORT

A Summary of Recommendations for the

## CITY OF MINNEAPOLIS



### FIVE YEAR CAPITAL IMPROVEMENTS PROGRAM FOR YEARS 2020 – 2024

July 2019

# CAPITAL LONG-RANGE IMPROVEMENT COMMITTEE

July 2, 2019

Mayor Jacob Frey  
Council President Lisa Bender and City Council Members  
3<sup>rd</sup> Floor – City Hall  
350 South Fifth Street  
Minneapolis, MN 55415

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

I am honored to submit the Committee's 2019 annual report on behalf of the members of the Capital Long-Range Improvement Committee ("CLIC"). Included for your consideration are the CLIC recommendations to assist elected policy makers in development of the City's Five-Year Capital Improvement Program ("CIP") for 2020 - 2024. During its 2019 process, CLIC reviewed 113 proposals totaling \$1.074 billion. CLIC recommends funding all or a portion of 95 proposals totaling \$980.543 million, a program that conforms to the funding parameters set.

The committee undertook an extensive deliberative process to reach agreement regarding recommended funding for capital budget requests and to develop comments capturing the essence of the committee dialogue. Committee comments appear in the front of the report to give context to the funding recommendations that follow. Some of the key projects and issues discussed during the 2019 CLIC process were:

- Continued monitoring for compliance with the Neighborhood Park and Street Infrastructure Ordinance and noting project requests did not meet the full resource levels called for in the ordinance, thereby providing little or no room for CLIC prioritization.
- Lengthy discussion about finding meaningful public engagement strategies and solutions, such as participatory budgeting, recognizing there is ongoing work needed to improve upon and increase public engagement with residents, neighborhood organizations, businesses and stakeholders of the 5-year CIP.
- Desire among CLIC members for as much program and project specificity as possible about capital budget requests to help ensure that as volunteer advisory board members they can best fulfill their roles in conducting evaluations and making recommends about the costs, benefits, risks and opportunities for the City and residents that it serves.

CLIC members engaged in two-way dialogue during two full-day work sessions with City Departments, Park and Recreation Board, and Municipal Building Commission staff and subject matter experts. Members facilitated public participation, and met several successive weeks to develop the advisory recommendations in the 2020 – 2024 CLIC Report for City of Minneapolis' policymakers. Two public information sessions were again this year held in different sectors of the City to supplement the required joint public hearing held with the Minneapolis City Planning Commission. Your appointees comprising the 33-member commission should be commended for their dedication in delivering this annual report, with strong support and coordination from Executive Secretary Mike Abeln and city staff.

We look forward to the upcoming meeting with Mayor Frey and the CLIC committee leadership including Vice Chair Willie Bridges, and Task Force leaders John Bernstein, Cecil Smith, Katie Jones and Raya Esmaili. CLIC looks forward to reviewing its 2020 – 2024 recommendations with all elected policymakers. Please address questions about this report to me by E-mail at [Jeff\\_Strand@msn.com](mailto:Jeff_Strand@msn.com) or (612) 588-4817, or to Mike Abeln, Director of Investments, Capital and Debt Management, at (612) 673-3496.

Sincerely,

**J L Strand**

Jeffrey L. Strand  
CLIC Chair 2019-2020

# TABLE OF CONTENTS

INTRODUCTION TO THE CLIC PROCESS .....	1
CLIC MEMBERSHIP .....	2
CLIC EXECUTIVE COMMITTEE .....	3
CITY OF MINNEAPOLIS STAFF SUPPORT FOR THE CLIC PROCESS .....	3
2019 CLIC GENERAL COMMENTS .....	4
2019 HUMAN DEVELOPMENT TASK FORCE COMMENTS .....	12
2019 TRANSPORTATION TASK FORCE COMMENTS.....	14
(Note: All numbers in the CLIC Report are in thousands)	
CAPITAL BUDGET SUMMARY – DEPARTMENT REQUESTED BUDGET .....	19
CAPITAL BUDGET SUMMARY – CLIC RECOMMENDED BUDGET .....	22
FIVE-YEAR CAPITAL FUNDING SUMMARY – DEPARTMENT REQUESTED BUDGET .....	25
FIVE-YEAR CAPITAL FUNDING SUMMARY – CLIC RECOMMENDED BUDGET .....	26
FIVE-YEAR CAPITAL FUNDING SUMMARY (PUBLIC WORKS) – CLIC RECOMMENDED ...	27
FIVE-YEAR CAPITAL INVESTMENT ALLOCATION – CLIC RECOMMENDED.....	28
2020 – 2024 CAPITAL RESOURCE ASSUMPTIONS USED BY CLIC .....	29
2020 BOND REDEMPTION LEVY FOR CAPITAL PROGRAM.....	29
NET DEBT BOND ALLOCATION – DEPARTMENT REQUESTED BUDGET.....	30
NET DEBT BOND ALLOCATION – CLIC RECOMMENDED BUDGET.....	31
CAPITAL BUDGET DETAIL FOR FUNDED PROJECTS (This report shows funding source details for the CLIC Recommended projects)	
MUNICIPAL BUILDING COMMISSION .....	32
PARK BOARD .....	32

# TABLE OF CONTENTS - continued

## CAPITAL BUDGET DETAIL FOR FUNDED PROJECTS – continued

### PUBLIC WORKS DEPARTMENT

- STREET PAVING ..... 33
- SIDEWALKS ..... 36
- BRIDGES ..... 37
- TRAFFIC CONTROL & STREET LIGHTING ..... 37
- BIKE – PED PROJECTS ..... 38
- SANITARY SEWERS ..... 38
- STORM SEWERS ..... 39
- WATER INFRASTRUCTURE ..... 39

PUBLIC GROUNDS & FACILITIES ..... 40

MISCELLANEOUS PROJECTS ..... 40

CLIC COMPREHENSIVE PROJECT RATINGS ..... 41

### CLIC PROJECT RATINGS BY COMMISSION/BOARD/DEPARTMENT:

MUNICIPAL BUILDING COMMISSION ..... 44

PARK BOARD ..... 44

PUBLIC WORKS DEPARTMENT ..... 44

PUBLIC GROUNDS & FACILITIES ..... 47

MISCELLANEOUS PROJECTS ..... 47

2020 – 2024 CAPITAL PROGRAM DESCRIPTIONS ..... 48

2019 CLIC CAPITAL GUIDELINES ..... 57

2019 CLIC SCHEDULE ..... 66

GIVE YOUR FEEDBACK - PUBLIC INPUT SESSIONS ..... 68

JOINT PUBLIC HEARING MINUTES – CLIC & CITY PLANNING COMMISSION ..... 69

GLOSSARY OF CAPITAL TERMS AND ACRONYMS ..... 94

# Introduction to the CLIC Process

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

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

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

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

For the five-year plan covering years 2020 - 2024, there were 108 CBRs reviewed and rated. The total requested capital budget for the five years was \$1.074 billion and CLIC is recommending approval of \$980.543 million.

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

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

# CLIC Membership

## January 1, 2019 through December 31, 2020

<u>Council Ward #</u>	<u>Council Member</u>	<u>2019 CLIC Members</u>
1	Kevin Reich	Christopher Pratt
1	Kevin Reich	Dan Miller
2	Cam Gordon	Martha Rogers
2	Cam Gordon	Claire Haskell
3	Steve Fletcher	Amity Foster
3	Steve Fletcher	Grant Simons
4	Phillipe Cunningham	Jeffrey Strand
4	Phillipe Cunningham	Eric Won
5	Jeremiah Ellison	Dennis Wagner
5	Jeremiah Ellison	
6	Abdi Warsame	
6	Abdi Warsame	Cecil Smith
7	Lisa Goodman	John Bernstein
7	Lisa Goodman	William Gullickson, Jr.
8	Andrea Jenkins	
8	Andrea Jenkins	Steve Brandt
9	Alondra Cano	Joshua Houdek
9	Alondra Cano	Elissa Schufman
10	Lisa Bender	Katie Jones
10	Lisa Bender	Raya Esmaeili
11	Jeremy Schroeder	Katina Mortensen
11	Jeremy Schroeder	Willie Bridges
12	Andrew Johnson	Cassandra Adler
12	Andrew Johnson	
13	Linea Palmisano	Kai Gudmestad
13	Linea Palmisano	Sarah Linnes-Robinson
Mayor	Jacob Frey	Ray Schoch
Mayor	Jacob Frey	
Mayor	Jacob Frey	Pouya Najmaie
Mayor	Jacob Frey	Morgan Jaros
Mayor	Jacob Frey	Dan McConnell
Mayor	Jacob Frey	Todd Schuman
Mayor	Jacob Frey	Jocelyn Beard

## CLIC Executive Committee January 1, 2019 through December 31, 2020

<u>Leadership Position</u>	<u>Member Name</u>	<u>Appointment of</u>
Main Body Chair	Jeffrey Strand	Phillipe Cunningham - Ward 4
Main Body Vice Chair	Willie Bridges	Jeremy Schroeder - Ward 11
Task Forces:		
Transportation Chair	John Bernstein	Lisa Goodman - Ward 7
Transportation Vice Chair	Katie Jones	Lisa Bender - Ward 10
Human Development - Chair	Cecil Smith	Abdi Warsame - Ward 6
Human Development - Vice Chair	Raya Esmaeili	Lisa Bender - Ward 10

---

### City of Minneapolis Staff Support for the CLIC Process

<u>Name / Department</u>	<u>Responsibility</u>	<u>Phone Number</u>
Michael Abeln / Finance	Executive Secretary	612-673-3496
Jeffrey Metzen / Finance	Task Force Support	612-673-2174
Robert Harrison / Finance	Task Force Support	612-673-3498

# 2019 General Comments

## **Community Engagement**

Previously we commented on the need for the City to better publicize CLIC Open Houses to increase attendance, but we also feel that the work of informing residents needs to start before that. We acknowledge that there is a city webpage which lists many of the Boards and Commissions but we are unclear, beyond this, how the City publicizes these opportunities. Also, information on the page is inconsistent, with many groups not stating what date and time of the month they meet and even more not detailing what the timing is for applications and the start of each term which is a barrier for participation. Additionally, we recommend that the process of getting residents informed needs to start before expecting them to attend a CLIC Open House.

## **CLIC Process Community Engagement and Participatory Budgeting**

The CLIC Report has in three of the last four years contained specific recommendations for improvements to community engagement around the City's capital improvement program, or has suggested the City develop some form of Participatory Budgeting. This year, with an influx of new CLIC members, there was renewed interest in addressing these concerns to the policy makers as well as working with Finance and Property Services to enhance timeliness, accuracy, and transparency of online information about the CLIC process for the residents of Minneapolis. CLIC members have concluded that the City's community engagement for the 5-Year Capital Improvement Program requires significant improvements to transparency, format, contextualization, and timing.

Two issues were raised by residents at the two 2019 public input sessions: one was concerning what CLIC does, and the second was focused on how issues are brought forward through the community engagement process and how it is determined if they will be included, or not, as part of the current capital budget requests. Finance and Property Services staff has agreed to review and improve online information about the CLIC process, CLIC membership, and annual CLIC Reports and CBRs. Some of these improvements can be addressed cooperatively by CLIC members and Department staff, while other issues raised previously will require the approval of elected policy makers for enactment. Though we recognize the difference in scope and resourcing, there are still lessons to be learned from the public engagement work completed for the Minneapolis 2040 Comprehensive Plan, which prioritized quality, breadth, and depth of public engagement. The CLIC urges the City to shift its thinking around community engagement from a process-driven outcome to an impact-driven outcome.

In 2015, CLIC made three concrete suggestions for a more transparent and inclusionary capital budget requests process and noted that "Alternative proposals by staff, the City Council, or other resident advisory panels (e.g. Planning Commission, Neighborhood Community Relations Department and Neighborhood Community Engagement Commission) that meet the spirit of these ideas would be equally welcome."

- Create an optional field on the CBR that documents public demand (e.g. 311 calls, council member calls, etc.) and/or proactive outreach for a given project.



## 2019 General Comments

- Formally create an opportunity for community project submission directly to departments for vetting, and possible inclusion in a CBR. This would generally be outside of the scope of CLIC, but comes with an expectation that CLIC would receive a list of the community-requested projects (including those vetted by departments but not presented in a CBR) in parallel with the presented CBRs.
- CLIC suggests the City review best practice models for public input regarding capital budget investments.”

Subsequently in 2016, CLIC recommended that the “City Council and Mayor might consider adding some Participatory Budgeting aspects into the capital budget process to increase diversity, inclusion, and public participation. The City could at least on a trial basis, institute a process whereby officially recognized Minneapolis’ neighborhood organizations, city committees, and commissions could recommend specific capital projects in a Participatory Budgeting process coordinated by Neighborhood and Community Relations and vetted by departments or agencies and the CLIC process before being considered by the Mayor.” In 2017 CLIC urged the City to pursue “Participatory Budgeting consistent with the mandate of the City’s Blueprint for Equitable Engagement, there should be active efforts underway to (1) identify and measure baselines for factors like equity, diversity, inclusion, and participation in the current capital budgeting process, (2) identify and implement opportunities for improving on these factors through the addition of participatory elements to the budgeting process, and (3) implement mechanisms for evaluating the efficacy of these elements and progress made. CLIC members are ready and willing to work with the City Council, the Mayor, Neighborhood and Community Relations, Finance & Property Services, and other departments and stakeholders to advance this important and pressing work.”

In conclusion, CLIC recommends that the City undertake a national review of procedures and best practices in jurisdictions where Participatory Budgeting is in place to inform policy makers on the implementation of a local system that could serve as a mechanism for early and inclusive engagement of Minneapolis residents in the development of capital budget requests coming into the CLIC process.

### **CLIC Process Improvements**

The committee would like to provide some feedback on the CLIC process with the hope that adjustments can be made to make the process more efficient and effective. This year the committee reviewed 114 Capital Budget Requests (CBRs), and it typically reviews between 100 and 120 CBRs each year. This past year the City purchased new software to generate the CBR forms. Each CBR provides all of the salient information about each proposed project. They also include information that is not useful to the committee. CLIC requests the following changes:

- Remove the “Planning” section of the document. As a citizen advisory committee, we should be able to assume that each proposal complies with applicable state law without repeating the exact same text in each CBR.

## 2019 General Comments

- The “Minneapolis Goals and Strategic Direction” section is intended to explain how the project fits within the published long-range plans for the City. This section is only useful to the extent the author describes, in their own words, how the project meets published city goals. Citing the actual, relevant city goals word-for-word is not useful to the committee.
- The “Department Funding Request” section provides critical information for the committee. It is crucial that: each source of funding be clearly identified, as well as an indication of whether each funding source is secured, applied for, or just possible. This section should also display, as it has in the past, both a figure for all previous funding and future funding, outside of the current five-year window.
- The “Operating Impact” section is also crucial for the committee to make a complete and useful analysis of each project. We request that all departments pay special attention to ensure that they are providing the best and most accurate information possible. The committee understands that this can be challenging, however that is the nature of long-term planning and budgeting.

Separately, as we have requested in the past, the committee would like to see a more formalized feedback loop with respect to the CLIC Report. There are a handful of comments that get repeated year-after-year with no response from elected officials and/or departments. With respect to comments that address the details of a project, CLIC requests that city staff respond to these comments, if the pertinent CBR is submitted again in the following year. With respect to more general comments, both policy-related, and otherwise, CLIC requests that the Mayor and City Council provide feedback to the committee. In addition to a more formal feedback loop, CLIC believes that it is useful for the Mayor and City Council to meet with their respective appointees each year after the CLIC Report is issued to facilitate a less formal feedback loop. Presumably, if the committee is repeating comments year-after-year, there is disagreement between CLIC and the budget makers. We believe we can be more effective and useful, if a feedback loop is established to make the position of the Mayor and City Council in such areas clear to the committee.

### **Climate Change and Parking**

The Capital Budget Requests (CBR's) for 2020 – 2024 entitled PSD18-Regulatory Services Facility, PSD19-Impound Lot Facility, MPD04-New 1st Police Precinct, FIR11-New Fire Station No. 11, and WTR18-Water Distribution Facility reference needs for “improved parking” or “improved parking options” and/or vehicle storage. Given that the City’s Climate Action Plan and Complete Streets policy have express goals around encouraging users to walk, bicycle, and/or use public transit, CBR’s that include parking needs should define how they are integrating the above policies to reduce the need for public, staff, and fleet parking and vehicle storage.

### **Finance Staff and Cost Savings for City Participation with MN PFA Program**

CLIC members who serve as volunteers alongside the city’s finance staff want to ensure that staff get a “shout out” for savings to capital improvement projects that are attributable

## 2019 General Comments

to our participation in the Minnesota Public Facility Authority's financial programs. Kudos to the CLIC Executive Secretary and his colleagues for achieving these program savings that allow the Minneapolis taxpayers and ratepayers to receive greater impact at less cost for their hard-earned bucks!

Excerpts from the City's Long-term Debt Note in the upcoming 2018 Comprehensive Annual Financial Report.

"Minnesota Public Facilities Authority Notes: The City has entered into eight general obligation notes with the Minnesota Public Facilities Authority (PFA) to finance the City's drinking water ultra-filtration project, new filter presses project and a major rehabilitation of the Fridley water treatment plant. The notes are part of a federally sponsored below market financing program related to the Safe Drinking Water Act and the City saves up to 1.5% on interest costs by participating in the program. The interest rates on the eight notes range from 1.00% - 2.82% and the final maturity dates range from August 20, 2019 to August 20, 2035. During 2018, the City entered into two of the eight notes in this program to finance improvements to the Fridley water treatment plant...."

### **Off-Street Recreational and Commuter Path Rehabilitation**

CLIC appreciates the build-out of non-motorized infrastructure that has recently accelerated and suggests that a rehabilitation program similar to PV056 Asphalt Pavement Resurfacing Program and PV108 Concrete Streets Rehabilitation Program would be well-received by CLIC to ensure that off-road recreational and commuter paths maintained by the City of Minneapolis can remain in a state of good repair. CLIC supports Public Works in creating metrics equivalent to the Pavement Condition Index of off-road paths and conduct an inventory of off-road path condition. This would help CLIC understand how non-motorized rehabilitation projects are prioritized alongside usage and geographic factors.

### **Pavement and Sidewalk Overlapping Special Assessments**

CLIC appreciates the planning and effort that Public Works is giving to both pavement and sidewalk conditions. But the reliance of both programs on special assessments to property taxpayers warrants care and consideration, especially when residents and small businesses in many neighborhoods are facing significant property tax increases. Nevertheless, neglected pavement and sidewalk needs remain and should be addressed with one caveat. CLIC strongly recommends that no area planned for paving special assessments should be in the sidewalk plan until those special assessments have expired, or vice-versa. This will avoid the potential for double special assessments in a neighborhood. CLIC views this matter as an equity issue since communities that might have previously been neglected will now be asked to contribute to renovations, sometimes concurrently. CLIC has expressed this concern for several years and would appreciate better clarification as to why these strong equity issues have not been addressed.

# 2019 General Comments

## **Preservation and Repurposing of Historic Transportation Assets**

In 2018, CLIC suggested that at a minimum the Public Works Department should inventory and develop cost estimates for future capital investment requirements for corridor facilities such as the Bridge 9 Program (BR134) included in the 5-year Capital Improvement Program. City residents and leaders alike recognize how thoughtful preservation and repurposing of historic transportation assets can bridge communities and generations. The BR134 Bridge 9 Program has been such an example. Other communities and neighborhoods in Minneapolis have similar historic landmarks or corridors that may come into public ownership, such as the Great Northern Greenway in North and Northeast Minneapolis, or the expansion of the Midtown Greenway fully into St. Paul.

The Bridge 9 Program illustrates the City of Minneapolis' 1986 acquisition and subsequent actions toward preservation and repurposing of an historic asset Northern Pacific Railroad bridge constructed in 1922, understanding its future value for transportation and community benefit. Considering the total costs for restoration will perhaps reach \$20 million, both prior investments and future needs, the time has come for the City of Minneapolis to ask for cost participation from the University of Minnesota. Bridge 9 serves as an important cross-river connector for the City and University communities. Bridge 9 is a high-volume non-motorized river crossing bridge, with 810 pedestrians and 1,370 bike users (2017).

Another reason to seek cost participation from the university is that Bridge 9 carries a university steam line over the river, meaning that the university has a stake in the bridge's stability. Moreover, the university also is asking the City to incur considerable expense to move its east campus fire station to accommodate university development.

## **Project Education and Communication**

CLIC recognizes that Public Works has improved its level of community engagement by educating and collecting feedback on projects at local events and by hosting public meetings. Further, City staff have developed project-specific websites and e-newsletters to keep those interested informed. These efforts are commendable and are an effective way for information distribution to meet people where they are.

As thorough as public meetings and digital communication may seem, there is no substitute for information at a project site, where the people who are most impacted by a project pass by regularly. Rather than providing signage with links to a website, the City should consider modeling building developers who place signs with pictures of the project in visible locations around the construction site.

CLIC concurs with the Bicycle Advisory Committee and Pedestrian Advisory Committee: as Public Works introduces significant changes to vehicle, pedestrian, and bicycle traffic (via pilot or permanent projects), interpretive signage should be implemented on site to educate all mode users how to safely and efficiently navigate such changes. This education could be short term, such as the classic, fun, and inexpensive "Burma Shave"

## 2019 General Comments

sign campaigns. There are great examples of temporary educational signage from peer cities across the state and nation that we encourage Public Works to adopt.

The more the City engages infrastructure users with education techniques, especially ones that give them the information at the site of the new infrastructure during and shortly after construction, the more likely the projects will be utilized as designed, by all public right of way users, regardless of mode, age, or other demographic.

### **Street Infrastructure Ordinance**

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

As a result of the ordinance, this significantly changed and complicated the process CLIC uses to review and rate projects. Previously, preference was not given to any particular type of project, but rather, each project was simply rated on its own merits. This process had to be modified because, as required by the new ordinance, an additional \$8 million, plus inflation adjustments, must be spent on park capital projects each year, and an additional \$21.2 million, plus inflation adjustments, must be spent on street infrastructure each year (roughly \$22 million to \$24 million annually, or \$117 million in total, for streets in the 5-year period 2020-2024).

Again, this year the committee had to balance both the bottom line net debt bond budget, while also ensuring, to the extent possible, that the requirements for park and street infrastructure, as defined in the ordinance, were also being met. This proved to be most challenging with respect to street infrastructure. In our recommendations, for the 5-year period, street infrastructure is underfunded, relative to the ordinance, by roughly \$23 million on a total of \$182 million, or about 13% of the total ordinance related funding sources which excludes municipal state aid and special assessments. Most of the deficit occurs in 2020 and 2021, as there simply were not enough projects to program. This means that any steps taken to close the \$23 million shortfall, with respect to the street ordinance, would mean defunding other non-street infrastructure programs that the committee deemed worthy of funding.

CLIC recognizes that this significant increase in funding, to meet the ordinance, also requires a dramatic ramp up in resources to find and complete more projects. The committee considers our recommendation to be an excellent attempt at meeting the requirements of the ordinance, and expects that over time, the requirements of the ordinance will be fully met. For this to happen, the committee requests that both the Park Board and Public Works submit more projects each year to help meet funding requirements of the ordinance, so that CLIC can actually make determinations about which projects most warrant funding. For the past several years, the Park Board, in

## 2019 General Comments

particular, has been submitting just enough projects to meet funding requirements. This effectively transfers the committee's advisory role, and the elected officials' ability to execute on that advice, or a different strategy, to the Park Board. This makes the capital budget process much less robust than it should be.

In order to facilitate all of the activity described above, a number of non-paving projects were either not funded, or had to be funded at lower levels as funding had to be diverted to street infrastructure work to comply with the ordinance. This underscores an unfortunate unintended consequence of a highly prescriptive ordinance such as this. It allows very little flexibility to balance other important capital projects against the requirements of the ordinance. As an example, streets are rather narrowly defined to mean the surface condition of roadways. This year the committee was presented with a significant amount of funding requests for bridges. These projects are not counted as part of the streets infrastructure ordinance. As a result, there is an opportunity cost for these and many other projects since compliance with the ordinance is required. Deferring capital improvements in other areas, particularly bridges which tend to be costly, will make those projects even more expensive in the future.

As a result, the committee recommends that the Mayor and City Council consider introducing more flexibility to the Neighborhood Park and Street Infrastructure ordinance. This could be accomplished by submitting more projects, through expanded definitions of the types of projects that qualify, compliance with the funding requirements in 5-year periods instead of annually, expanding the definition of qualified funds, direct amendments to the ordinance, or some combination of these. Regardless, it will continue to be very important that staff at the Park Board and Public Works continue to work diligently in the coming years to find enough projects in each year of the 5-year plan (i.e., more projects than the minimum amounts required by the ordinance), so that CLIC can make useful recommendations with regard to prioritization and funding.

### **Support for Northside Greenway consideration for 2021-2025 CBR's**

CLIC members suggest that the elected policy makers and city staff reviewing the 2019 CLIC Report take note of several suggestions and three written statements submitted for the meeting record in support of the Northside Greenway during the Joint Public Hearing of the City Planning Commission and CLIC. Residents have organized around active transportation infrastructure in North Minneapolis, and have recited how proposed greenways, new green space, and trails will serve pedestrians, bicyclists, and other stakeholders while meeting goals around racial equity in an area with historic under-investment, improving community health outcomes to reduce diseases like diabetes and high blood pressure, and reducing the carbon footprint. The Northside Greenway has been a CLIC discussion topic the past few years with Public Works noting it was being reviewed, but never making it past that into a capital budget request. Northside Greenway Now, an advocacy group for the Northside Greenway presented their testimony at this year's public hearing. The residents are proposing the Northside Greenway-type of infrastructure be developed for the 10-year Transportation Action Plan, and are seeking CLIC's support for Public Works consideration that the Northside Greenway be included in the 2021-25 Capital Budget Requests.

## 2019 General Comments

CLIC encourages the appropriate city department to develop a capital budget request for this project for consideration during the 2020 CLIC process, with the understanding that it must stand on its own merits in competition with other capital requests.

This is a noteworthy example of residents petitioning CLIC to have their issues addressed by our elected policy makers and the Public Works Department and reasoning for the “CLIC Process Community Engagement and Participatory Budgeting’ general comment appearing earlier in this report.

## **2019 Human Development Task Force Comments**

### **FIR12 New Fire Station No. 1**

CLIC members are happy to see efficient use of valuable land by combining a public facility with residential development. However, CLIC is also concerned for the quality of life of the residents, given the noise that would be coming from the fire station directly below the new homes. Also given these new homes would be income-restricted, and considering that persons living with restricted income may have limited choices to begin with, CLIC encourages the City to be thorough in efforts to reduce noise. Suggestions include using sound-blocking doors and windows for every unit, using sound-absorbing materials to build thick floors, walls, and ceilings, and creating policy for the fire station to follow regarding the use of sirens and other tools that create noise.

### **FIR12 New Fire Station No. 1**

#### **MPD04 New 1st Police Precinct**

Given both the increasing value and concurrent relative scarcity of land in the downtown area, CLIC recommends that the two departments work on a building plan that uses the existing footprint of the outdated Fire Station 1 as a starting point. CLIC understands that each Department has distinct fixed asset requirements. By working together, the departments can satisfy those requirements by using available vertical space as opposed to the much more limited, and costly, horizontal space in that part of the city.

### **FIR14 New Fire Station No. 19**

While recognizing the needs of the University of Minnesota and its important contribution to Minneapolis, CLIC strongly recommends the University of Minnesota fully compensate the City of Minneapolis to relocate the existing vital and functional Fire Station No. 19.

#### **MPD04 New 1st Police Precinct**

As a project new to the CLIC in the 2020-2024 Capital Budget Requests, the CLIC is lacking context necessary to understand how this project fits into the long-term goals for the Minneapolis Police Department and the City. CLIC requests that MPD develop a long-term facilities plan and a timeline for staging the plan. In future Capital Budget Requests for MPD, CLIC will be looking for the following: a long-term facilities plan for the entire MPD, contextual information about other facilities that address equity and community-oriented safety, how projects will implement future-proofed training facilities, how the project relates to long-range operational considerations for the MPD, and information about economies of scale and co-location as noted in our comment on FIR12-New Fire Station No. 1.

There are potential benefits to investing in a new First Precinct facility, but CLIC would like to learn more about how it will improve upon being a community-oriented facility and precinct.

#### **PRKRP Neighborhood Parks Rehabilitation**

CLIC would like MPRB to provide more specificity regarding funding allocations for individual parks. For example, MPRB's proposal for PRKRP (Neighborhood Park Rehabilitation) is for \$4.1 million in 2020, \$4.3 million in 2021, \$3.8 million in 2022, \$3.8 million in 2023, etc., CLIC would like to be able to determine which parks are getting



## **2019 Human Development Task Force Comments**

attention, what process is being used to determine funding allocations within MPRB's overall plan of operations, and, in those cases where there are significant unspent balances, why the unspent balance exists, and what MPRB is doing to address it.

### **PSD16 Farmers Market Improvements**

Given the proximity of this site to the future Royalston Ave/Farmer's Market station of the METRO Green Line Extension, any improvements and/or future expansions should be thoughtfully planned. CLIC emphasizes the importance of the Public Grounds and Facilities Division working closely with the Community Planning and Economic Development (CPED) department to ensure that these improvements are aligned with and support the long-term vision for the growth, density, and redevelopment of this area. Efforts can include mixed use development projects encompassing station area wayfinding, parking infrastructure, landscaping, and public open space, in coordination with the Minneapolis 2040 Policy 80.

### **PSD18 Regulatory Services Facility**

While the City seeks to acquire and/or design and construct a suitable facility for Regulatory Services staff and vehicles, CLIC would urge the City to examine existing city property in the desired target zone such as 1809 Washington St NE or city land in the Basset Creek Valley.

Further, CLIC would urge that the design recognize and incorporate the new Renter First policy for ease of public accessibility to the new facility for Regulatory Services.

### **SW004 Implementation of US EPA Storm Water Regs**

#### **SW039 Flood Mitigation - Stormwater Alternatives**

CLIC supports the use of green infrastructure by Public Works wherever possible and commends the department for focusing on these types of projects. Green infrastructure cannot only address our city's flooding and drainage needs but can also expedite the incorporation of additional green space and nature into urban neighborhoods. That being said, we encourage Public Works to be more explicit as to how green infrastructure projects across SW004 and SW039 differ and to look for synergies, and potential cost savings, between the two programs. CLIC is interested in knowing to what extent projects under SW039 can address National Pollutant Discharge Elimination System requirements and the ways in which funds spent within SW004 will be focused on green infrastructure that is also captured within SW039.

### **SWPVR Storm Sewer Paving Project Program**

#### **SAPVR Sanitary Sewer Paving Project Program**

#### **WTR12 Water Distribution Improvements**

CLIC is appreciative that the SWPVR Storm Sewer Paving Project Program, SAPVR Sanitary Sewer Paving Project Program and WTR12 Water Distribution Improvements are coordinating with Public Works street capital paving projects to perform needed work during street reconstructions and resurfacing to minimize public impact and provide economies of scale savings.

# 2019 Transportation Task Force Comments

## **BIK28 Protected Bikeways Program**

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

## **PV001 Parkway Paving Program**

During both of its 2019 Public Input sessions held at the University of Minnesota UROC and at Phillips Community Center, CLIC heard directly from residents about the deplorable roadway conditions of Theodore Wirth Parkway. CLIC understands that the Minneapolis Parks and Recreation Board owns about 55 miles of parkways across Minneapolis, a network that allows people to experience the city's parks, lakes, and gardens, as well as providing for use by commuters. CLIC members suggest the MPRB and Public Works consider the feasibility of revising the queue for Parkway road construction to reprioritize Theodore Wirth Parkway improvements up into 2019 from 2020. There may be an international cross-country skiing competition scheduled for the area in 2019.

Based on the public input received along with the direct experience of several CLIC members, the committee asks that Public Works inventory the parkway system. It should then determine whether the \$750,000 annual expenditure is adequate to deliver this program and to avoid potentially damaging and dangerous roadway conditions along the parkways. As such, CLIC is recommending an additional \$400,000 in the program for 2023.

## **PV075 Development Infrastructure Program**

As CLIC has stated for the past several years, the committee recognizes the value of having funding available to move quickly to secure property, when necessary, for development purposes. However, the CLIC process exists so that a group of citizens can independently review the importance of each project, as defined by the guidelines passed by the City Council, and within the context of all the other projects competing for funds. Because of the nature of this request, CLIC is effectively being asked to pre-approve projects that do not yet exist. This year the committee is also concerned that projects that do not fit the guidelines of this program are being funded it through it.

The following is an excerpt from the Purpose and Justification section of the Capital Budget Request (CBR) for the Development Infrastructure Program:

“In order to respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where private investment will follow, CPED and Public Works believe this program is a necessary component of the City's prioritization of infrastructure spending.”

# 2019 Transportation Task Force Comments

The committee was informed, through the CBR, that funds from this program would be directed to the Waterworks project in 2019-2020, and the Upper Harbor Terminal in 2020 and beyond. Neither of these projects fit with the program's Purpose and Justification as shown above.

With respect to the Waterworks, this is an area that has already experienced extensive private development some time ago. This does not appear to be an area where the City needs "to respond quickly to the demands of the real estate marketplace," nor an area where it is necessary "to bring public resources to locations where private investment will follow." With respect to the Upper Harbor Terminal, planning to fund activity one or more years in advance also does not appear to qualify as an area where the City must "respond quickly to the demands of the real estate marketplace."

For several years, the committee has expressed concern about this program. This program was first submitted to CLIC back in 2012. The committee has rated this project among the lowest every year for the past five years. Projects that are initially funded this way would not be subject to the same detailed initial review by CLIC that every other capital budget request must face. In fact, the first time CLIC would be able to review the details of such a project, it would already be part of the capital budget from the previous year. Upon reviewing the details of a project like this, if the committee chose not to recommend it, this would potentially mean stopping a project on which money has already been spent. This is exactly the type of scenario that the CLIC process, and capital budgeting generally, seeks to avoid. We are now, unfortunately, faced with this very scenario. Consequently, and as the committee has commented in every year that this program has appeared, CLIC believes that this program should not be submitted for review by this committee.

## **PV113 29th St W Phase 2**

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

## **PV122 Dowling Avenue (I94 to 1st St N)**

The Dowling Avenue paving project is situated in close proximity to the Upper Harbor Terminal Redevelopment Area. CLIC commented in 2018 that the UHT Redevelopment is critical to the people and businesses of North Minneapolis going into the future. The work on this project will require coordination with Hennepin County, MnDOT, and the community.

The roadway reconstruction and highway ramps should be coordinated with the redevelopment project planning including the newly established "Upper Harbor Terminal

## 2019 Transportation Task Force Comments

Collaborative Planning Committee,” as the current roadway design results in bottlenecks in traffic at peak times with multimodal transportation all connecting in this small area near Interstate 94, Washington Ave N, and Dowling Ave N. The anticipated redevelopment area will be a much-needed boost for North Minneapolis and should be well-coordinated among the agencies and departments to obtain the best results for our residents and businesses.

### **PV123 Logan Park Industrial**

At the public hearing held during the meeting of the Planning Commission in May of this year, a letter was submitted by a business owner who will be impacted by this project. She expressed concern about the level of assessment (double assessment) that may occur as the result of a complete street reconstruction that also may include pedestrian improvements.

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

CLIC requests that Public Works use a robust public engagement process early in the planning stages of this project, so that these concerns can be further illuminated and addressed, with the hope that a solution can be found that accommodates all interested parties, particularly existing businesses that have supported the area for years, and are now experiencing some of the negative aspects of gentrification. Additionally, given the City’s focus on equity, the fact that one of the affected businesses is woman-owned, as noted above, should garner additional attention.

### **PV123 Logan Park Industrial**

### **PV142 Downtown East Paving**

### **PV143 North Industrial**

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

### **PV126 Bryant Ave S (50<sup>th</sup> St W to Lake St W)**

### **PV141 Grand Ave S (Lake St W to 48<sup>th</sup> St W)**

CLIC believes that Public Works has failed to articulate a convincing rationale for prioritizing the Grand Ave S project in an earlier year than the Bryant Ave S project. As noted in CLIC’s 2018 report, Bryant Ave S is more heavily traveled by vehicles, pedestrians, and bicycles. The street is a designated bike boulevard and bikes are more affected by rough pavement. More importantly, Bryant Ave S carries a lower pavement condition index than Grand Ave S.

# 2019 Transportation Task Force Comments

The recent influx of additional funds annually for pavement projects allows important projects like Bryant to be implemented earlier than they might otherwise be, not later. CLIC believes re-construction of Bryant Ave S should logically precede the Grand Ave S project and begin in 2021.

## **PV158 Hennepin Ave (Lake St W to Douglas Ave)**

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

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

Public Works has previously used established stakeholder groups on other complex projects. CLIC supports this practice and believes that this project could be well-served by similarly robust engagement through a combination of general community outreach and a stakeholder advisory committee that is focused on understanding opposing viewpoints and identifying resolutions for at least a portion of conflicts that may arise.

## **SWK02 Sidewalk Gaps**

CLIC is pleased to see the Sidewalk Gaps program continued as part of the ongoing 5-year Capital Improvement Program. The program was an outgrowth of the input received at past public information sessions, illustrating that residents can identify service gaps and lead to positive changes. CLIC finds it encouraging to see new programs that are responsive to residents with special needs and resulting from public engagement activities.

With that, it doesn't appear that Richfield Road was identified as a sidewalk gap in the most recent Pedestrian Master Plan. Considering the bus and trolley stop in the middle of Richfield Road, we request that a pedestrian crossing be evaluated to increase safety for transit users crossing Richfield Road to the Grand Rounds trail instead of building a new sidewalk.

# 2019 Transportation Task Force Comments

## **TR021 Traffic Signals**

It is encouraging that Public Works is doing an audit of the signal infrastructure throughout the city. One area of concern that should be noted is the default of the pedestrian walk signal. Unless a button is engaged at many intersections in the city, the pedestrian walk sign is not activated. With pedestrians being the top priority in the City's Complete Streets and Vision Zero policies, we encourage Public Works to reexamine this default signal mode and find ways in which to make it easier, simpler, and faster to be a pedestrian.

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

## **TR022 Traffic Safety Improvements**

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

## **WTR27 Meter Replacement Program**

As the City looks to replace water meters throughout Minneapolis, it should also consider other city programs that use the data. The Minneapolis Commercial and Multifamily Building Energy Disclosure ordinance, commonly known as benchmarking, requires that large commercial and multifamily buildings 50,000 square feet and greater report their energy and water consumption to the City on an annual basis via the EPA's ENERGY STAR Portfolio Manager online tool. The electric and gas utilities have established automatic data transfer processes that help large commercial buildings comply with the City's ordinance. Entering the water data however is still a manual process. As the City updates its water meter systems, it should also consider facilitating automatic data transfer to support its benchmarking policy.

## Capital Budget Summary

### Department Requested Budget

Budget in thousands

	2020	2021	2022	2023	2024	Total
<b>Municipal Building Commission</b>						
<b>Municipal Building Commission</b>						
MBC01 - Life Safety Improvements	-	-	250	280	-	530
MBC02 - Mechanical Systems Upgrade	240	1,070	940	1,160	-	3,410
MBC10 - Exterior Improvements	4,300	5,200	-	-	-	9,500
MBC12 - Safety Improvements - Non-Stagework Areas	1,100	5,900	5,900	-	-	12,900
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade	350	-	-	-	-	350
MBC14 - Historic Restoration Project	200	5,500	-	-	-	5,700
<b>Municipal Building Commission Total</b>	<b>6,190</b>	<b>17,670</b>	<b>7,090</b>	<b>1,440</b>	<b>-</b>	<b>32,390</b>
<b>Municipal Building Commission Total</b>	<b>6,190</b>	<b>17,670</b>	<b>7,090</b>	<b>1,440</b>	<b>-</b>	<b>32,390</b>
<b>Park Board</b>						
<b>Park Board</b>						
PRK02 - Playground and Site Improvements Program	1,891	1,243	1,041	1,065	1,172	6,412
PRK03 - Shelter - Pool - Site Improvements Program	-	-	845	-	-	845
PRK04 - Athletic Fields - Site Improvement Program	-	516	-	-	-	516
PRK33 - Bryn Mawr Meadows Field Improvements	-	3,082	366	-	-	3,448
PRK35 - Keewaydin Park Implementation	630	-	-	-	-	630
PRK36 - North Commons Park Implementation	1,000	800	-	-	-	1,800
PRK37 - Powderhorn Park Implementation	-	460	640	-	-	1,100
PRK38 - Sibley Field Park Implementation	920	-	-	-	-	920
PRK39 - Whittier Park Implementation	1,105	-	-	-	-	1,105
PRK40 - Elliot Park Implementation	-	-	-	1,080	425	1,505
PRKCP - Neighborhood Parks Capital Infrastructure	2,570	2,064	5,993	6,395	7,329	24,351
PRKDT - Diseased Tree Removal	300	300	300	300	300	1,500
PRKRP - Neighborhood Parks Rehabilitation Program	4,120	4,315	3,795	3,785	3,760	19,775
<b>Park Board Total</b>	<b>12,536</b>	<b>12,780</b>	<b>12,980</b>	<b>12,625</b>	<b>12,986</b>	<b>63,907</b>
<b>Park Board Total</b>	<b>12,536</b>	<b>12,780</b>	<b>12,980</b>	<b>12,625</b>	<b>12,986</b>	<b>63,907</b>
<b>Public Works</b>						
<b>PW - Street Paving</b>						
PV001 - Parkway Paving Program	750	750	750	750	750	3,750
PV006 - Alley Renovation Program	250	250	250	250	250	1,250
PV056 - Asphalt Pavement Resurfacing Program	7,015	7,015	7,015	7,015	7,015	35,075
PV059 - Major Pavement Maintenance Program	250	250	250	250	250	1,250
PV063 - Unpaved Alley Construction	200	200	200	200	200	1,000
PV074 - CSAH & MnDOT Cooperative Projects	3,130	1,050	3,800	3,300	1,500	12,780
PV075 - Development Infrastructure Program	500	500	500	500	500	2,500
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)	3,991	-	-	-	-	3,991
PV104 - ADA Ramp Replacement Program	500	500	500	500	500	2,500
PV108 - Concrete Streets Rehabilitation Program	4,750	5,185	5,130	5,350	5,350	25,765
PV113 - 29th St W Phase 2	-	-	2,835	-	-	2,835
PV118 - Hennepin Ave (Wash Ave N to 12th St S)	28,129	1,462	-	-	-	29,591
PV122 - Dowling Ave (I-94 to 1st St N)	-	-	4,090	-	-	4,090
PV123 - Logan Park Industrial	-	-	6,040	-	-	6,040
PV126 - Bryant Ave S (50th St W to Lake St W)	-	-	-	9,065	9,715	18,780
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	-	-	-	10,720	-	10,720
PV131 - Res Neighborhood Reconst Projects	3,735	4,403	3,780	4,425	5,985	22,328
PV132 - 1st Ave S (Lake St to Franklin Ave)	-	-	-	7,014	2,031	9,045
PV137 - 29th Ave NE (Central to Stinson)	-	-	7,771	-	-	7,771
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	-	-	-	4,875	-	4,875
PV139 - 18th Ave NE (Johnson St NE to Stinson Blvd NE)	4,867	-	-	-	-	4,867
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	-	-	-	7,140	-	7,140

## Capital Budget Summary

### Department Requested Budget

Budget in thousands

	2020	2021	2022	2023	2024	Total
PV141 - Grand Ave S (Lake St. W to 48th St W)	-	14,708	1,207	-	-	15,915
PV142 - Downtown East Paving	-	3,215	-	-	-	3,215
PV143 - North Industrial	-	-	5,125	-	-	5,125
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)	-	-	1,795	-	-	1,795
PV147 - Girard Ave S (Lake St to Lagoon Ave)	1,335	-	-	-	-	1,335
PV150 - 1st Ave N (10th St N to Wash Ave)	-	-	-	-	14,178	14,178
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)	-	4,597	-	-	-	4,597
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)	-	-	-	6,355	-	6,355
PV154 - Franklin Ave W ( Henn Ave S to Lyndale Ave S)	-	-	2,220	-	-	2,220
PV158 - Hennepin Ave (Lake St W to Douglas Ave)	-	-	5,742	14,411	-	20,153
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)	-	-	-	-	5,700	5,700
PV160 - 1st Ave S (Franklin Ave to Grant St)	-	-	-	-	6,765	6,765
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	-	-	-	-	14,655	14,655
PV99R - Reimbursable Paving Projects	3,500	3,500	3,500	3,500	3,500	17,500
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)2	-	5,412	-	-	-	5,412
<b>PW - Street Paving Total</b>	<b>62,902</b>	<b>52,997</b>	<b>62,500</b>	<b>85,620</b>	<b>78,844</b>	<b>342,863</b>
<b>PW - Sidewalks</b>						
SWK01 - Defective Hazardous Sidewalks	3,355	3,365	3,375	3,385	3,395	16,875
SWK02 - Sidewalk Gaps	150	150	150	150	150	750
<b>PW - Sidewalks Total</b>	<b>3,505</b>	<b>3,515</b>	<b>3,525</b>	<b>3,535</b>	<b>3,545</b>	<b>17,625</b>
<b>PW - Bridges</b>						
BR101 - Major Bridge Repair and Rehabilitation	400	400	400	400	400	2,000
BR106 - 1st Ave S over HCRRA	-	-	-	5,170	-	5,170
BR111 - 10th Ave Bridge	3,000	-	-	-	-	3,000
BR117 - 1st St N Bridge over Bassetts Creek	1,395	-	-	-	-	1,395
BR127 - Nicollet Ave over Minnehaha Creek	-	-	-	-	24,050	24,050
BR133 - Cedar Lake Road Bridges over Bassett Cr & RR	-	-	1,210	-	-	1,210
BR134 - Bridge 9 Program	1,700	1,630	2,480	2,910	1,830	10,550
<b>PW - Bridges Total</b>	<b>6,495</b>	<b>2,030</b>	<b>4,090</b>	<b>8,480</b>	<b>26,280</b>	<b>47,375</b>
<b>PW - Traffic Control and Street Lighting</b>						
TR008 - Parkway Street Light Replacement	350	350	350	350	350	1,750
TR010 - Traffic Management Systems	875	1,150	1,250	1,850	1,850	6,975
TR011 - City Street Light Renovation	1,395	1,000	1,500	1,500	1,500	6,895
TR021 - Traffic Signals	1,800	2,125	2,500	2,500	2,500	11,425
TR022 - Traffic Safety Improvements	1,380	2,600	4,495	1,750	1,750	11,975
TR024 - Pedestrian Street Lighting Corridors	1,000	500	600	1,000	1,000	4,100
TR025 - Sign Replacement Program	-	895	895	895	895	3,580
TR99R - Reimbursable Transportation Projects	600	600	600	600	600	3,000
<b>PW - Traffic Control and Street Lighting Total</b>	<b>7,400</b>	<b>9,220</b>	<b>12,190</b>	<b>10,445</b>	<b>10,445</b>	<b>49,700</b>
<b>PW - Bike-Ped</b>						
BIK28 - Protected Bikeways Program	1,940	1,000	1,000	1,000	1,000	5,940
BP001 - Safe Routes to Schools Program	500	700	2,000	400	400	4,000
BP003 - Midtown Greenway Trail Mill & Overlay	-	1,505	-	-	-	1,505
BP004 - Pedestrian Safety Program	600	600	2,000	600	600	4,400
BP005 - Queen Ave N Bike Boulevard	-	2,250	-	-	-	2,250
BP006 - 18th Ave NE Trail Gap (Marshall to California)	-	-	535	-	-	535
<b>PW - Bike-Ped Total</b>	<b>3,040</b>	<b>6,055</b>	<b>5,535</b>	<b>2,000</b>	<b>2,000</b>	<b>18,630</b>



## Capital Budget Summary

### Department Requested Budget

Budget in thousands

	2020	2021	2022	2023	2024	Total
<b>PW - Sanitary Sewer</b>						
SA001 - Sanitary Tunnel & Sewer Rehab Program	8,000	8,000	8,000	8,000	7,000	39,000
SA036 - Infiltration & Inflow Removal Program	2,500	2,500	3,500	3,500	3,500	15,500
SA99R - Reimbursable Sanitary Sewer Projects	1,000	1,000	1,000	1,000	1,000	5,000
SAPVR - Sanitary Sewer Paving Project Program	2,000	5,500	2,000	2,000	2,000	13,500
<b>PW - Sanitary Sewer Total</b>	<b>13,500</b>	<b>17,000</b>	<b>14,500</b>	<b>14,500</b>	<b>13,500</b>	<b>73,000</b>
<b>PW - Stormwater Sewer</b>						
SW004 - Implementation of US EPA Storm Water Regs	250	250	250	250	250	1,250
SW005 - Combined Sewer Overflow Improvements	1,500	1,500	1,500	1,500	1,500	7,500
SW011 - Storm Drains and Tunnels Rehab Program	3,000	3,000	4,000	4,000	4,000	18,000
SW032 - I-35 Storm Tunnel	-	-	-	-	1,000	1,000
SW039 - Flood Mitigation - Stormwater Alternatives	5,000	5,000	5,000	5,000	5,000	25,000
SW040 - Central City Parallel Storm Tunnel	-	11,000	11,000	13,000	-	35,000
SW99R - Reimbursable Sewer & Storm Drain Projects	2,000	2,000	2,000	2,000	2,000	10,000
SWPVR - Storm Sewer Paving Project Program	1,500	1,700	1,500	1,500	1,800	8,000
<b>PW - Stormwater Sewer Total</b>	<b>13,250</b>	<b>24,450</b>	<b>25,250</b>	<b>27,250</b>	<b>15,550</b>	<b>105,750</b>
<b>PW - Water</b>						
WTR12 - Water Distribution Improvements	9,550	9,650	9,750	9,000	9,100	47,050
WTR18 - Water Distribution Facility	15,285	11,265	-	-	-	26,550
WTR23 - Treatment Infrastructure Improvements	5,000	5,000	5,500	5,500	6,750	27,750
WTR27 - Advanced Metering Infrastructure	1,500	270	-	-	-	1,770
WTR29 - Columbia Heights Campus Upgrades	150	2,450	1,350	5,100	3,875	12,925
WTR31 - Electrical Service Rehabilitation	2,000	2,000	2,000	3,000	-	9,000
WTR32 - Softening Plant Chemical System Improvements	2,000	2,000	2,000	2,000	-	8,000
WTR33 - 3rd Ave Bridge Water Main	1,000	1,000	-	-	-	2,000
WTR34 - Fridley Facilities and Campus Improvements	750	-	-	-	-	750
WTR35 - Renewable Energy at Water Treatment Campuses	2,500	-	-	-	-	2,500
WTR9R - Reimbursible Water Main Projects	2,000	2,000	2,000	2,000	2,000	10,000
<b>PW - Water Total</b>	<b>41,735</b>	<b>35,635</b>	<b>22,600</b>	<b>26,600</b>	<b>21,725</b>	<b>148,295</b>
<b>Public Works Total</b>	<b>151,827</b>	<b>150,902</b>	<b>150,190</b>	<b>178,430</b>	<b>171,889</b>	<b>803,238</b>
<b>Public Grounds and Facilities</b>						
<b>Public Grounds and Facilities</b>						
FIR11 - New Fire Station No. 11	-	7,000	2,144	-	-	9,144
FIR12 - New Fire Station No. 1	2,500	-	-	-	-	2,500
FIR14 - New Fire Station No. 19	-	-	-	1,000	13,000	14,000
MPD04 - New 1st Police Precinct	200	800	10,000	2,000	-	13,000
PSD15 - Traffic Maintenance Facility Improvement	-	200	2,000	2,000	-	4,200
PSD16 - Farmer's Market Improvements	-	-	2,500	2,500	-	5,000
PSD18 - Regulatory Services Facility	-	1,000	3,750	-	-	4,750
PSD19 - Impound Lot Facility	500	-	-	-	-	500
PSD20 - City Hall & New Public Service Center	86,500	14,500	7,700	4,300	2,300	115,300
RAD01 - Public Safety Radio System Replacement	2,700	-	-	-	-	2,700
<b>Public Grounds and Facilities Total</b>	<b>92,400</b>	<b>23,500</b>	<b>28,094</b>	<b>11,800</b>	<b>15,300</b>	<b>171,094</b>
<b>Public Grounds and Facilities Total</b>	<b>92,400</b>	<b>23,500</b>	<b>28,094</b>	<b>11,800</b>	<b>15,300</b>	<b>171,094</b>
<b>Miscellaneous Projects</b>						
<b>Miscellaneous Projects</b>						
ART01 - Art in Public Places	700	720	750	810	815	3,795
<b>Miscellaneous Projects Total</b>	<b>700</b>	<b>720</b>	<b>750</b>	<b>810</b>	<b>815</b>	<b>3,795</b>
<b>Miscellaneous Projects Total</b>	<b>700</b>	<b>720</b>	<b>750</b>	<b>810</b>	<b>815</b>	<b>3,795</b>
<b>Grand Total</b>	<b>263,653</b>	<b>205,572</b>	<b>199,104</b>	<b>205,105</b>	<b>200,990</b>	<b>1,074,424</b>

## Capital Budget Summary

### CLIC Recommended Budget

Budget in thousands

	2020	2021	2022	2023	2024	Total
<b>Municipal Building Commission</b>						
<b>Municipal Building Commission</b>						
MBC01 - Life Safety Improvements	-	-	250	280	-	530
MBC02 - Mechanical Systems Upgrade	240	1,070	940	1,160	-	3,410
MBC10 - Exterior Improvements	-	-	-	-	-	-
MBC12 - Safety Improvements - Non-Stagework Areas	1,100	5,900	5,900	-	-	12,900
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade	-	-	-	-	-	-
MBC14 - Historic Restoration Project	-	-	-	-	-	-
<b>Municipal Building Commission Total</b>	<b>1,340</b>	<b>6,970</b>	<b>7,090</b>	<b>1,440</b>	<b>-</b>	<b>16,840</b>
<b>Municipal Building Commission Total</b>	<b>1,340</b>	<b>6,970</b>	<b>7,090</b>	<b>1,440</b>	<b>-</b>	<b>16,840</b>
<b>Park Board</b>						
<b>Park Board</b>						
PRK02 - Playground and Site Improvements Program	1,891	1,243	1,041	1,065	1,172	6,412
PRK03 - Shelter - Pool - Site Improvements Program	-	-	845	-	-	845
PRK04 - Athletic Fields - Site Improvement Program	-	516	-	-	-	516
PRK33 - Bryn Mawr Meadows Field Improvements	-	3,082	366	-	-	3,448
PRK35 - Keewaydin Park Implementation	630	-	-	-	-	630
PRK36 - North Commons Park Implementation	1,000	800	-	-	-	1,800
PRK37 - Powderhorn Park Implementation	-	460	640	-	-	1,100
PRK38 - Sibley Field Park Implementation	920	-	-	-	-	920
PRK39 - Whittier Park Implementation	1,105	-	-	-	-	1,105
PRK40 - Elliot Park Implementation	-	-	-	1,080	425	1,505
PRKCP - Neighborhood Parks Capital Infrastructure	2,570	2,064	5,993	6,395	7,329	24,351
PRKDT - Diseased Tree Removal	300	300	300	300	300	1,500
PRKRP - Neighborhood Parks Rehabilitation Program	4,120	4,315	3,795	3,785	3,760	19,775
<b>Park Board Total</b>	<b>12,536</b>	<b>12,780</b>	<b>12,980</b>	<b>12,625</b>	<b>12,986</b>	<b>63,907</b>
<b>Park Board Total</b>	<b>12,536</b>	<b>12,780</b>	<b>12,980</b>	<b>12,625</b>	<b>12,986</b>	<b>63,907</b>
<b>Public Works</b>						
<b>PW - Street Paving</b>						
PV001 - Parkway Paving Program	750	750	750	1,150	750	4,150
PV006 - Alley Renovation Program	-	-	-	-	-	-
PV056 - Asphalt Pavement Resurfacing Program	7,015	7,015	7,015	7,015	7,015	35,075
PV059 - Major Pavement Maintenance Program	250	250	250	250	250	1,250
PV063 - Unpaved Alley Construction	-	-	-	-	-	-
PV074 - CSAH & MnDOT Cooperative Projects	3,130	1,050	3,800	3,300	1,500	12,780
PV075 - Development Infrastructure Program	-	-	-	-	-	-
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)	3,991	-	-	-	-	3,991
PV104 - ADA Ramp Replacement Program	500	500	500	500	500	2,500
PV108 - Concrete Streets Rehabilitation Program	4,750	5,185	5,130	5,350	5,350	25,765
PV113 - 29th St W Phase 2	-	-	2,835	-	-	2,835
PV118 - Hennepin Ave (Wash Ave N to 12th St S)	28,129	1,462	-	-	-	29,591
PV122 - Dowling Ave (I-94 to 1st St N)	-	-	4,090	-	-	4,090
PV123 - Logan Park Industrial	-	-	6,040	-	-	6,040
PV126 - Bryant Ave S (50th St W to Lake St W)	-	9,065	9,715	-	-	18,780
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	-	-	-	10,720	-	10,720
PV131 - Res Neighborhood Reconst Projects	3,735	4,403	3,780	4,425	5,985	22,328
PV132 - 1st Ave S (Lake St to Franklin Ave)	-	-	7,014	2,031	-	9,045
PV137 - 29th Ave NE (Central to Stinson)	-	-	7,771	-	-	7,771
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	-	-	-	4,875	-	4,875
PV139 - 18th Ave NE (Johnson St NE to Stinson Blvd NE)	4,867	-	-	-	-	4,867
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	-	-	-	7,140	-	7,140

## Capital Budget Summary

### CLIC Recommended Budget

Budget in thousands

	2020	2021	2022	2023	2024	Total
PV141 - Grand Ave S (Lake St. W to 48th St W)	-	-	-	14,708	1,207	15,915
PV142 - Downtown East Paving	-	-	-	-	-	-
PV143 - North Industrial	-	-	5,125	-	-	5,125
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)	-	-	-	-	-	-
PV147 - Girard Ave S (Lake St to Lagoon Ave)	1,335	-	-	-	-	1,335
PV150 - 1st Ave N (10th St N to Wash Ave)	-	-	-	-	14,178	14,178
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)	-	4,597	-	-	-	4,597
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)	-	-	-	-	-	-
PV154 - Franklin Ave W ( Henn Ave S to Lyndale Ave S)	-	-	2,220	-	-	2,220
PV156 - Johnson St NE (18th Ave NE to Lowry Ave NE)	-	5,412	-	-	-	5,412
PV158 - Hennepin Ave (Lake St W to Douglas Ave)	-	-	5,742	14,411	-	20,153
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)	-	-	-	-	-	-
PV160 - 1st Ave S (Franklin Ave to Grant St)	-	-	-	-	-	-
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	-	-	-	-	14,655	14,655
PV99R - Reimbursable Paving Projects	3,500	3,500	3,500	3,500	3,500	17,500
<b>PW - Street Paving Total</b>	<b>61,952</b>	<b>43,189</b>	<b>75,277</b>	<b>79,375</b>	<b>54,890</b>	<b>314,683</b>
<b>PW - Sidewalks</b>						
SWK01 - Defective Hazardous Sidewalks	3,355	3,365	3,375	3,385	3,395	16,875
SWK02 - Sidewalk Gaps	150	150	150	150	150	750
<b>PW - Sidewalks Total</b>	<b>3,505</b>	<b>3,515</b>	<b>3,525</b>	<b>3,535</b>	<b>3,545</b>	<b>17,625</b>
<b>PW - Bridges</b>						
BR101 - Major Bridge Repair and Rehabilitation	400	400	400	400	400	2,000
BR106 - 1st Ave S over HCRRA	-	-	-	5,170	-	5,170
BR111 - 10th Ave Bridge	3,000	-	-	-	-	3,000
BR117 - 1st St N Bridge over Bassetts Creek	1,395	-	-	-	-	1,395
BR127 - Nicollet Ave over Minnehaha Creek	-	-	-	-	24,050	24,050
BR133 - Cedar Lake Road Bridges over Bassett Cr & RR	-	-	-	-	-	-
BR134 - Bridge 9 Program	1,700	1,630	2,480	2,910	1,830	10,550
<b>PW - Bridges Total</b>	<b>6,495</b>	<b>2,030</b>	<b>2,880</b>	<b>8,480</b>	<b>26,280</b>	<b>46,165</b>
<b>PW - Traffic Control and Street Lighting</b>						
TR008 - Parkway Street Light Replacement	350	350	350	350	350	1,750
TR010 - Traffic Management Systems	875	1,150	1,250	1,850	1,850	6,975
TR011 - City Street Light Renovation	1,395	1,000	1,500	1,500	1,500	6,895
TR021 - Traffic Signals	1,800	2,125	2,500	2,500	2,500	11,425
TR022 - Traffic Safety Improvements	1,380	2,600	4,495	1,750	1,750	11,975
TR024 - Pedestrian Street Lighting Corridors	1,000	500	600	1,000	1,000	4,100
TR025 - Sign Replacement Program	-	895	895	895	895	3,580
TR99R - Reimbursable Transportation Projects	600	600	600	600	600	3,000
<b>PW - Traffic Control and Street Lighting Total</b>	<b>7,400</b>	<b>9,220</b>	<b>12,190</b>	<b>10,445</b>	<b>10,445</b>	<b>49,700</b>
<b>PW - Bike-Ped</b>						
BIK28 - Protected Bikeways Program	1,940	1,000	1,000	1,000	1,000	5,940
BP001 - Safe Routes to Schools Program	500	700	2,000	400	400	4,000
BP003 - Midtown Greenway Trail Mill & Overlay	-	1,505	-	-	-	1,505
BP004 - Pedestrian Safety Program	600	600	2,000	600	600	4,400
BP005 - Queen Ave N Bike Boulevard	-	2,250	-	-	-	2,250
BP006 - 18th Ave NE Trail Gap (Marshall to California)	-	-	535	-	-	535
<b>PW - Bike-Ped Total</b>	<b>3,040</b>	<b>6,055</b>	<b>5,535</b>	<b>2,000</b>	<b>2,000</b>	<b>18,630</b>

## Capital Budget Summary

### CLIC Recommended Budget

Budget in thousands

	2020	2021	2022	2023	2024	Total
<b>PW - Sanitary Sewer</b>						
SA001 - Sanitary Tunnel & Sewer Rehab Program	8,000	8,000	8,000	8,000	7,000	39,000
SA036 - Infiltration & Inflow Removal Program	2,500	2,500	3,500	3,500	3,500	15,500
SA99R - Reimbursable Sanitary Sewer Projects	1,000	1,000	1,000	1,000	1,000	5,000
SAPVR - Sanitary Sewer Paving Project Program	2,000	5,500	2,000	2,000	2,000	13,500
<b>PW - Sanitary Sewer Total</b>	<b>13,500</b>	<b>17,000</b>	<b>14,500</b>	<b>14,500</b>	<b>13,500</b>	<b>73,000</b>
<b>PW - Stormwater Sewer</b>						
SW004 - Implementation of US EPA Storm Water Regs	250	250	250	250	250	1,250
SW005 - Combined Sewer Overflow Improvements	1,500	1,500	1,500	1,500	1,500	7,500
SW011 - Storm Drains and Tunnels Rehab Program	3,000	3,000	4,000	4,000	4,000	18,000
SW032 - I-35 Storm Tunnel	-	-	-	-	1,000	1,000
SW039 - Flood Mitigation - Stormwater Alternatives	5,000	5,000	5,000	5,000	5,000	25,000
SW040 - Central City Parallel Storm Tunnel	-	11,000	11,000	13,000	-	35,000
SW99R - Reimbursable Sewer & Storm Drain Projects	2,000	2,000	2,000	2,000	2,000	10,000
SWPVR - Storm Sewer Paving Project Program	1,500	1,700	1,500	1,500	1,800	8,000
<b>PW - Stormwater Sewer Total</b>	<b>13,250</b>	<b>24,450</b>	<b>25,250</b>	<b>27,250</b>	<b>15,550</b>	<b>105,750</b>
<b>PW - Water</b>						
WTR12 - Water Distribution Improvements	9,550	9,650	9,750	9,000	9,100	47,050
WTR18 - Water Distribution Facility	15,285	11,265	-	-	-	26,550
WTR23 - Treatment Infrastructure Improvements	5,000	5,000	5,500	5,500	6,750	27,750
WTR27 - Advanced Metering Infrastructure	1,500	270	-	-	-	1,770
WTR29 - Columbia Heights Campus Upgrades	150	2,450	1,350	5,100	3,875	12,925
WTR31 - Electrical Service Rehabilitation	2,000	2,000	2,000	3,000	-	9,000
WTR32 - Softening Plant Chemical System Improvements	-	-	-	-	-	-
WTR33 - 3rd Ave Bridge Water Main	1,000	1,000	-	-	-	2,000
WTR34 - Fridley Facilities and Campus Improvements	750	-	-	-	-	750
WTR35 - Renewable Energy at Water Treatment Campuses	2,500	-	-	-	-	2,500
WTR9R - Reimbursible Water Main Projects	2,000	2,000	2,000	2,000	2,000	10,000
<b>PW - Water Total</b>	<b>39,735</b>	<b>33,635</b>	<b>20,600</b>	<b>24,600</b>	<b>21,725</b>	<b>140,295</b>
<b>Public Works Total</b>	<b>148,877</b>	<b>139,094</b>	<b>159,757</b>	<b>170,185</b>	<b>147,935</b>	<b>765,848</b>
<b>Public Grounds and Facilities</b>						
<b>Public Grounds and Facilities</b>						
FIR11 - New Fire Station No. 11	-	-	7,000	2,144	-	9,144
FIR12 - New Fire Station No. 1	2,500	-	-	-	-	2,500
FIR14 - New Fire Station No. 19	-	-	-	-	-	-
MPD04 - New 1st Police Precinct	-	-	-	-	-	-
PSD15 - Traffic Maintenance Facility Improvement	-	-	-	-	-	-
PSD16 - Farmer's Market Improvements	-	-	-	-	-	-
PSD18 - Regulatory Services Facility	-	-	-	-	-	-
PSD19 - Impound Lot Facility	500	-	-	-	-	500
PSD20 - City Hall & New Public Service Center	86,500	14,500	7,700	4,300	2,300	115,300
RAD01 - Public Safety Radio System Replacement	2,700	-	-	-	-	2,700
<b>Public Grounds and Facilities Total</b>	<b>92,200</b>	<b>14,500</b>	<b>14,700</b>	<b>6,444</b>	<b>2,300</b>	<b>130,144</b>
<b>Public Grounds and Facilities Total</b>	<b>92,200</b>	<b>14,500</b>	<b>14,700</b>	<b>6,444</b>	<b>2,300</b>	<b>130,144</b>
<b>Miscellaneous Projects</b>						
<b>Miscellaneous Projects</b>						
ART01 - Art in Public Places	700	720	750	810	815	3,795
<b>Miscellaneous Projects Total</b>	<b>700</b>	<b>720</b>	<b>750</b>	<b>810</b>	<b>815</b>	<b>3,795</b>
<b>Miscellaneous Projects Total</b>	<b>700</b>	<b>720</b>	<b>750</b>	<b>810</b>	<b>815</b>	<b>3,795</b>
<b>Grand Total</b>	<b>255,653</b>	<b>174,064</b>	<b>195,277</b>	<b>191,504</b>	<b>164,036</b>	<b>980,534</b>

## Five-Year Capital Funding Summary

### Department Requested Budget

### General Infrastructure and Enterprise Funding Summary

	Budget in thousands					
	2020	2021	2022	2023	2024	Total
<b>General Infrastructure</b>						
Federal Grants	7,000	2,350	5,495	7,000	7,000	28,845
Hennepin County Grants	4,170	9,610	4,545	2,720	1,000	22,045
Municipal State Aid	13,725	13,575	11,000	10,900	10,800	60,000
Net Debt Bonds	52,192	56,504	71,558	64,782	74,215	319,251
CIP/Charter Bonds	76,700	10,500	6,700	4,300	2,000	100,200
Other Local Governments	-	300	-	8,890	-	9,190
Park Capital Levy	1,536	1,980	1,980	1,825	2,181	9,502
Private Contributions	-	-	1,500	1,500	-	3,000
Reimbursements	4,100	4,100	4,100	4,100	4,100	20,500
Sidewalk Assessments	3,000	3,000	3,000	3,000	3,000	15,000
Special Assessment Bonds	9,252	9,720	12,610	13,740	9,305	54,627
State Grants	-	-	-	-	22,050	22,050
Transfer from General Fund	12,953	15,287	12,689	12,405	12,955	66,289
Transfer from Special Revenue Funds	6,500	-	-	-	-	6,500
Transfer from Stormwater Fund	2,940	1,561	1,577	1,593	1,609	9,280
Transfer From Sanitary Sewer Fund	600	-	-	-	-	600
<b>General Infrastructure Total</b>	<b>194,668</b>	<b>128,487</b>	<b>136,754</b>	<b>136,755</b>	<b>150,215</b>	<b>746,879</b>
<b>Enterprise</b>						
Net Debt Bonds	-	5,265	-	-	-	5,265
Parking Revenue	500	-	-	-	-	500
Reimbursements	5,000	5,000	5,000	5,000	5,000	25,000
Sanitary Bonds	12,000	15,500	11,500	10,500	7,500	57,000
Sanitary Revenue	500	3,000	2,000	3,000	5,000	13,500
Stormwater Bonds	1,000	11,000	13,000	17,500	6,000	48,500
Stormwater Revenue	10,250	13,950	10,250	7,750	7,550	49,750
Water Bonds	24,285	8,720	5,350	10,100	3,875	52,330
Water Revenue	15,450	14,650	15,250	14,500	15,850	75,700
<b>Enterprise Total</b>	<b>68,985</b>	<b>77,085</b>	<b>62,350</b>	<b>68,350</b>	<b>50,775</b>	<b>327,545</b>
<b>Grand Total</b>	<b>263,653</b>	<b>205,572</b>	<b>199,104</b>	<b>205,105</b>	<b>200,990</b>	<b>1,074,424</b>

### City-Wide Capital Funding Summary

	Budget in thousands						
	2020	2021	2022	2023	2024	Total	Breakdown
Enterprise Bonds	37,285	35,220	29,850	38,100	17,375	157,830	14.69%
Enterprise Revenue	27,300	31,600	27,500	25,250	28,400	140,050	13.03%
Municipal State Aid	13,725	13,575	11,000	10,900	10,800	60,000	5.58%
Net Debt Bonds	52,192	61,769	71,558	64,782	74,215	324,516	30.20%
CIP/Charter Bonds	76,700	10,500	6,700	4,300	2,000	100,200	9.33%
Other	47,199	43,188	39,886	48,033	58,895	237,201	22.08%
Special Assessment Bonds	9,252	9,720	12,610	13,740	9,305	54,627	5.08%
<b>Grand Total</b>	<b>263,653</b>	<b>205,572</b>	<b>199,104</b>	<b>205,105</b>	<b>200,990</b>	<b>1,074,424</b>	<b>100.00%</b>

## Five-Year Capital Funding Summary

### CLIC Recommended Budget

### General Infrastructure and Enterprise Funding Summary

	Budget in thousands					
	2020	2021	2022	2023	2024	Total
<b>General Infrastructure</b>						
Federal Grants	7,000	2,350	5,495	7,000	7,000	28,845
Hennepin County Grants	1,745	4,260	4,545	2,720	1,000	14,270
Municipal State Aid	13,725	7,650	15,721	13,529	6,230	56,855
Net Debt Bonds	48,717	42,261	60,892	53,775	45,490	251,135
CIP/Charter Bonds	76,700	10,500	6,700	4,300	2,000	100,200
Other Local Governments	-	300	-	8,890	-	9,190
Park Capital Levy	1,536	1,980	1,980	1,825	2,181	9,502
Private Contributions	-	-	-	-	-	-
Reimbursements	4,100	4,100	4,100	4,100	4,100	20,500
Sidewalk Assessments	3,000	3,000	3,000	3,000	3,000	15,000
Special Assessment Bonds	9,152	9,200	12,860	11,690	7,960	50,862
State Grants	-	-	-	-	22,050	22,050
Transfer from General Fund	12,953	11,817	17,937	12,941	10,641	66,289
Transfer from Special Revenue Funds	6,500	-	-	-	-	6,500
Transfer from Stormwater Fund	2,940	1,561	1,697	1,384	1,609	9,191
Transfer From Sanitary Sewer Fund	600	-	-	-	-	600
<b>General Infrastructure Total</b>	<b>188,668</b>	<b>98,979</b>	<b>134,927</b>	<b>125,154</b>	<b>113,261</b>	<b>660,989</b>
<b>Enterprise</b>						
Net Debt Bonds	-	5,265	-	-	-	5,265
Parking Revenue	500	-	-	-	-	500
Reimbursements	5,000	5,000	5,000	5,000	5,000	25,000
Sanitary Bonds	12,000	15,500	11,500	10,500	7,500	57,000
Sanitary Revenue	500	3,000	2,000	3,000	5,000	13,500
Stormwater Bonds	1,000	11,000	13,000	17,500	6,000	48,500
Stormwater Revenue	10,250	13,950	10,250	7,750	7,550	49,750
Water Bonds	22,285	6,720	3,350	8,100	3,875	44,330
Water Revenue	15,450	14,650	15,250	14,500	15,850	75,700
<b>Enterprise Total</b>	<b>66,985</b>	<b>75,085</b>	<b>60,350</b>	<b>66,350</b>	<b>50,775</b>	<b>319,545</b>
<b>Grand Total</b>	<b>255,653</b>	<b>174,064</b>	<b>195,277</b>	<b>191,504</b>	<b>164,036</b>	<b>980,534</b>

### City-Wide Capital Funding Summary

	Budget in thousands						
	2020	2021	2022	2023	2024	Total	Breakdown
Enterprise Bonds	35,285	33,220	27,850	36,100	17,375	149,830	15.28%
Enterprise Revenue	27,300	31,600	27,500	25,250	28,400	140,050	14.28%
Municipal State Aid	13,725	7,650	15,721	13,529	6,230	56,855	5.80%
Net Debt Bonds	48,717	47,526	60,892	53,775	45,490	256,400	26.15%
CIP/Charter Bonds	76,700	10,500	6,700	4,300	2,000	100,200	10.22%
Other	44,774	34,368	43,754	46,860	56,581	226,337	23.08%
Special Assessment Bonds	9,152	9,200	12,860	11,690	7,960	50,862	5.19%
<b>Total City-Wide Capital Program Funding</b>	<b>255,653</b>	<b>174,064</b>	<b>195,277</b>	<b>191,504</b>	<b>164,036</b>	<b>980,534</b>	<b>100.00%</b>

**Five-Year Capital Funding Summary (Public Works)**  
**CLIC Recommended Budget**

	Budget in thousands					
	2020	2021	2022	2023	2024	Total
<b>General Infrastructure</b>						
Federal Grants	7,000	2,350	5,495	7,000	7,000	28,845
Hennepin County Grants	1,075	775	1,000	2,000	1,000	5,850
Municipal State Aid	13,725	7,650	15,721	13,529	6,230	56,855
Net Debt Bonds	29,647	27,556	38,897	39,601	34,170	169,871
Other Local Governments	-	300	-	8,890	-	9,190
Reimbursements	4,100	4,100	4,100	4,100	4,100	20,500
Sidewalk Assessments	3,000	3,000	3,000	3,000	3,000	15,000
Special Assessment Bonds	8,852	8,900	12,560	11,390	7,660	49,362
State Grants	-	-	-	-	22,050	22,050
Transfer from General Fund	4,953	7,817	16,937	12,941	10,341	52,989
Transfer from Special Revenue Funds	6,500	-	-	-	-	6,500
Transfer from Stormwater Fund	2,940	1,561	1,697	1,384	1,609	9,191
Transfer From Sanitary Sewer Fund	600	-	-	-	-	600
<b>General Infrastructure Total</b>	<b>82,392</b>	<b>64,009</b>	<b>99,407</b>	<b>103,835</b>	<b>97,160</b>	<b>446,803</b>
<b>Enterprise</b>						
Net Debt Bonds	-	5,265	-	-	-	5,265
Reimbursements	5,000	5,000	5,000	5,000	5,000	25,000
Sanitary Bonds	12,000	15,500	11,500	10,500	7,500	57,000
Sanitary Revenue	500	3,000	2,000	3,000	5,000	13,500
Stormwater Bonds	1,000	11,000	13,000	17,500	6,000	48,500
Stormwater Revenue	10,250	13,950	10,250	7,750	7,550	49,750
Water Bonds	22,285	6,720	3,350	8,100	3,875	44,330
Water Revenue	15,450	14,650	15,250	14,500	15,850	75,700
<b>Enterprise Total</b>	<b>66,485</b>	<b>75,085</b>	<b>60,350</b>	<b>66,350</b>	<b>50,775</b>	<b>319,045</b>
<b>Grand Total</b>	<b>148,877</b>	<b>139,094</b>	<b>159,757</b>	<b>170,185</b>	<b>147,935</b>	<b>765,848</b>

**Public Works Capital Funding Summary**

	Budget in thousands						
	2020	2021	2022	2023	2024	Total	Breakdown
Enterprise Bonds	35,285	33,220	27,850	36,100	17,375	149,830	19.56%
Enterprise Revenue	26,800	31,600	27,500	25,250	28,400	139,550	18.22%
Municipal State Aid	13,725	7,650	15,721	13,529	6,230	56,855	7.42%
Net Debt Bonds	29,647	32,821	38,897	39,601	34,170	175,136	22.87%
Other	34,568	24,903	37,229	44,315	54,100	195,115	25.48%
Special Assessment Bonds	8,852	8,900	12,560	11,390	7,660	49,362	6.45%
<b>Total Public Works Capital Program Funding</b>	<b>148,877</b>	<b>139,094</b>	<b>159,757</b>	<b>170,185</b>	<b>147,935</b>	<b>765,848</b>	<b>100.00%</b>

## Five-Year Capital Investment Allocation

### CLIC Recommended Budget

	Budget in thousands						
	2020	2021	2022	2023	2024	Total	Breakdown
Municipal Building Commission	1,340	6,970	7,090	1,440	-	16,840	1.72%
Park Board	12,536	12,780	12,980	12,625	12,986	63,907	6.52%
Public Works	148,877	139,094	159,757	170,185	147,935	765,848	78.11%
Public Grounds and Facilities	92,200	14,500	14,700	6,444	2,300	130,144	13.27%
Miscellaneous Projects	700	720	750	810	815	3,795	0.39%
<b>Grand Total</b>	<b>255,653</b>	<b>174,064</b>	<b>195,277</b>	<b>191,504</b>	<b>164,036</b>	<b>980,534</b>	<b>100.00%</b>

### Public Works Department Breakdown

	Budget in thousands						
	2020	2021	2022	2023	2024	Total	Breakdown
PW - Street Paving	61,952	43,189	75,277	79,375	54,890	314,683	32.09%
PW - Sidewalks	3,505	3,515	3,525	3,535	3,545	17,625	1.80%
PW - Bridges	6,495	2,030	2,880	8,480	26,280	46,165	4.71%
PW - Traffic Control and Street Lighting	7,400	9,220	12,190	10,445	10,445	49,700	5.07%
PW - Bike-Ped	3,040	6,055	5,535	2,000	2,000	18,630	1.90%
PW - Sanitary Sewer	13,500	17,000	14,500	14,500	13,500	73,000	7.44%
PW - Stormwater Sewer	13,250	24,450	25,250	27,250	15,550	105,750	10.78%
PW - Water	39,735	33,635	20,600	24,600	21,725	140,295	14.31%
<b>Grand Total</b>	<b>148,877</b>	<b>139,094</b>	<b>159,757</b>	<b>170,185</b>	<b>147,935</b>	<b>765,848</b>	<b>78.11%</b>



## 2020 - 2024 Capital Resource Assumptions Used by CLIC For Property Tax Supported Bond Program

Recommended Resources by Year	2020	2021	2022	2023	2024	Totals (000's)
<b>Available NDB Resources:</b>						
<b>2020 - 2024 Council Adopted Base NDB Program*</b>	<b>29,900</b>	<b>30,500</b>	<b>32,400</b>	<b>36,500</b>	<b>37,000</b>	<b>166,300</b>

\* Base funding includes an average of \$13.3 M per year for Streets and \$2.5 M per year for Parks based on 2016 funding levels before the Streets & Parks Infrastructure Ordinance was approved on April 29, 2016.

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

Street Infrastructure Increases**	9,500	10,100	10,140	9,880	9,510	49,130
Neighborhood Parks Increases - plus inflation after 2021	8,000	8,000	8,160	8,320	8,490	40,970
<b>Total NDB increases for Streets and Neighborhood Parks</b>	<b>17,500</b>	<b>18,100</b>	<b>18,300</b>	<b>18,200</b>	<b>18,000</b>	<b>90,100</b>

### Total NDB Program Resources available to CLIC

<b>47,400</b>	<b>48,600</b>	<b>50,700</b>	<b>54,700</b>	<b>55,000</b>	<b>256,400</b>
---------------	---------------	---------------	---------------	---------------	----------------

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

\*\*The Street Infrastructure portion of the 20 year plan includes additional cash transfers from the general fund, special revenue funds and stormwater revenues not shown above. Paving projects can also include additional funding sources such as municipal state aid, special assessments and other government agency grants.

## 2020 Bond Redemption Levy for Capital Program

	Amount (000's)
Tax Levy Certified for Bond Redemption in 2019	41,510
Bond Redemption Levy Base Adjustment	500 Per Five-Year Financial Direction 2020 - 2024
Streets & Parks Funding Increase	1,820 Per Streets & Parks Ordinance Funding Plan
<b>Tax Levy Certified for Bond Redemption in 2020***</b>	<b><u>43,830</u></b> For supporting ongoing Capital Programs

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

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

	Budget in thousands					Total	Breakdown
	2020	2021	2022	2023	2024		
Municipal Building Commission	3,095	8,835	3,545	720	-	16,195	4.99%
Park Board	10,700	10,500	10,700	10,500	10,505	52,905	16.30%
Public Works	30,497	32,714	37,669	46,752	49,895	197,527	60.87%
Public Grounds and Facilities	7,200	9,000	18,894	6,000	13,000	54,094	16.67%
Miscellaneous Projects	700	720	750	810	815	3,795	1.17%
<b>Grand Total</b>	<b>52,192</b>	<b>61,769</b>	<b>71,558</b>	<b>64,782</b>	<b>74,215</b>	<b>324,516</b>	<b>100.00%</b>

Major Category	Budget in thousands					Total	
	2020	2021	2022	2023	2024		
Municipal Building Commission	3,095	8,835	3,545	720	-	16,195	
	5.9%	14.3%	5.0%	1.1%	0.0%	5.0%	
Park Board	10,700	10,500	10,700	10,500	10,505	52,905	
	20.5%	17.0%	15.0%	16.2%	14.2%	16.3%	
PW - Street Paving	16,002	13,654	21,674	27,892	34,275	113,497	
	30.7%	22.1%	30.3%	43.1%	46.2%	35.0%	
PW - Sidewalks	505	515	525	535	545	2,625	
	1.0%	0.8%	0.7%	0.8%	0.7%	0.8%	
PW - Bridges	5,100	2,030	4,090	7,480	4,230	22,930	
	9.8%	3.3%	5.7%	11.5%	5.7%	7.1%	
PW - Traffic Control and Street Lighting	5,950	6,745	7,845	8,845	8,845	38,230	
	11.4%	10.9%	11.0%	13.7%	11.9%	11.8%	
PW - Bike-Ped	2,940	4,505	3,535	2,000	2,000	14,980	
	5.6%	7.3%	4.9%	3.1%	2.7%	4.6%	
PW - Water	-	5,265	-	-	-	5,265	
	0.0%	8.5%	0.0%	0.0%	0.0%	1.6%	
Public Grounds and Facilities	7,200	9,000	18,894	6,000	13,000	54,094	
	13.8%	14.6%	26.4%	9.3%	17.5%	16.7%	
Miscellaneous Projects	700	720	750	810	815	3,795	
	1.3%	1.2%	1.0%	1.3%	1.1%	1.2%	
<b>Grand Total</b>	<b>52,192</b>	<b>61,769</b>	<b>71,558</b>	<b>64,782</b>	<b>74,215</b>	<b>324,516</b>	

**Net Debt Bond Allocation**  
**CLIC Recommended Budget**  
**Summarized by Major Type of Infrastructure**

	Budget in thousands						
	2020	2021	2022	2023	2024	Total	Breakdown
Municipal Building Commission	670	3,485	3,545	720	-	8,420	3.28%
Park Board	10,700	10,500	10,700	10,500	10,505	52,905	20.63%
Public Works	29,647	32,821	38,897	39,601	34,170	175,136	68.31%
Public Grounds and Facilities	7,000	-	7,000	2,144	-	16,144	6.30%
Miscellaneous Projects	700	720	750	810	815	3,795	1.48%
<b>Grand Total</b>	<b>48,717</b>	<b>47,526</b>	<b>60,892</b>	<b>53,775</b>	<b>45,490</b>	<b>256,400</b>	<b>100.00%</b>

Major Category	Budget in thousands					Total	
	2020	2021	2022	2023	2024		
Municipal Building Commission	670	3,485	3,545	720	-	8,420	
	1.4%	7.3%	5.8%	1.3%	0.0%	3.3%	
Park Board	10,700	10,500	10,700	10,500	10,505	52,905	
	22.0%	22.1%	17.6%	19.5%	23.1%	20.6%	
PW - Street Paving	15,152	13,761	24,112	20,741	18,550	92,316	
	31.1%	29.0%	39.6%	38.6%	40.8%	36.0%	
PW - Sidewalks	505	515	525	535	545	2,625	
	1.0%	1.1%	0.9%	1.0%	1.2%	1.0%	
PW - Bridges	5,100	2,030	2,880	7,480	4,230	21,720	
	10.5%	4.3%	4.7%	13.9%	9.3%	8.5%	
PW - Traffic Control and Street Lighting	5,950	6,745	7,845	8,845	8,845	38,230	
	12.2%	14.2%	12.9%	16.4%	19.4%	14.9%	
PW - Bike-Ped	2,940	4,505	3,535	2,000	2,000	14,980	
	6.0%	9.5%	5.8%	3.7%	4.4%	5.8%	
PW - Water	-	5,265	-	-	-	5,265	
	0.0%	11.1%	0.0%	0.0%	0.0%	2.1%	
Public Grounds and Facilities	7,000	-	7,000	2,144	-	16,144	
	14.4%	0.0%	11.5%	4.0%	0.0%	6.3%	
Miscellaneous Projects	700	720	750	810	815	3,795	
	1.4%	1.5%	1.2%	1.5%	1.8%	1.5%	
<b>Grand Total</b>	<b>48,717</b>	<b>47,526</b>	<b>60,892</b>	<b>53,775</b>	<b>45,490</b>	<b>256,400</b>	

**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

Budget in thousands

	2020	2021	2022	2023	2024	Total
<b>Municipal Building Commission</b>						
<b>Municipal Building Commission</b>						
MBC01 - Life Safety Improvements						
Hennepin County Grants	-	-	125	140	-	265
Net Debt Bonds	-	-	125	140	-	265
MBC01 - Life Safety Improvements Total	-	-	250	280	-	530
MBC02 - Mechanical Systems Upgrade						
Hennepin County Grants	120	535	470	580	-	1,705
Net Debt Bonds	120	535	470	580	-	1,705
MBC02 - Mechanical Systems Upgrade Total	240	1,070	940	1,160	-	3,410
MBC10 - Exterior Improvements						
Hennepin County Grants	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-
MBC10 - Exterior Improvements Total	-	-	-	-	-	-
MBC12 - Safety Improvements - Non-Stagework Areas						
Hennepin County Grants	550	2,950	2,950	-	-	6,450
Net Debt Bonds	550	2,950	2,950	-	-	6,450
MBC12 - Safety Improvements - Non-Stagework Areas Total	1,100	5,900	5,900	-	-	12,900
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade						
Hennepin County Grants	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade Total	-	-	-	-	-	-
MBC14 - Historic Restoration Project						
Hennepin County Grants	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-
MBC14 - Historic Restoration Project Total	-	-	-	-	-	-
<b>Municipal Building Commission Total</b>	<b>1,340</b>	<b>6,970</b>	<b>7,090</b>	<b>1,440</b>	<b>-</b>	<b>16,840</b>
<b>Municipal Building Commission Total</b>	<b>1,340</b>	<b>6,970</b>	<b>7,090</b>	<b>1,440</b>	<b>-</b>	<b>16,840</b>
<b>Park Board</b>						
<b>Park Board</b>						
PRK02 Playground and Site Improvements Program						
Net Debt Bonds	1,295	1,220	365	-	-	2,880
Park Capital Levy	596	23	676	1,065	1,172	3,532
PRK02 Playground and Site Improvements Program Total	1,891	1,243	1,041	1,065	1,172	6,412
PRK03 - Shelter - Pool - Site Improvements Program						
Net Debt Bonds	-	-	845	-	-	845
PRK03 - Shelter - Pool - Site Improvements Program Total	-	-	845	-	-	845
PRK04 - Athletic Fields - Site Improvement Program						
Net Debt Bonds	-	115	-	-	-	115
Park Capital Levy	-	401	-	-	-	401
PRK04 - Athletic Fields - Site Improvement Program Total	-	516	-	-	-	516
PRK33 - Bryn Mawr Meadows Field Improvements						
Net Debt Bonds	-	2,305	90	-	-	2,395
Park Capital Levy	-	777	276	-	-	1,053
PRK33 - Bryn Mawr Meadows Field Improvements Total	-	3,082	366	-	-	3,448
PRK35 - Keewaydin Park Implementation						
Net Debt Bonds	630	-	-	-	-	630
PRK35 - Keewaydin Park Implementation Total	630	-	-	-	-	630
PRK36 - North Commons Park Implementation						
Net Debt Bonds	1,000	800	-	-	-	1,800
PRK36 - North Commons Park Implementation Total	1,000	800	-	-	-	1,800
PRK37 - Powderhorn Park Implementation						
Net Debt Bonds	-	460	640	-	-	1,100
PRK37 - Powderhorn Park Implementation Total	-	460	640	-	-	1,100
PRK38 - Sibley Field Park Implementation						
Net Debt Bonds	920	-	-	-	-	920
PRK38 - Sibley Field Park Implementation Total	920	-	-	-	-	920

## Capital Budget Detail for Funded Projects

### CLIC Recommended Budget

	Budget in thousands					Total
	2020	2021	2022	2023	2024	
PRK39 - Whittier Park Implementation						
Net Debt Bonds	660	-	-	-	-	660
Park Capital Levy	445	-	-	-	-	445
PRK39 - Whittier Park Implementation Total	1,105	-	-	-	-	1,105
PRK40 - Elliot Park Implementation						
Net Debt Bonds	-	-	-	1,080	425	1,505
PRK40 - Elliot Park Implementation Total	-	-	-	1,080	425	1,505
PRKCP - Neighborhood Parks Capital Infrastructure						
Net Debt Bonds	2,495	1,900	5,660	6,320	6,980	23,355
Park Capital Levy	75	164	333	75	349	996
PRKCP - Neighborhood Parks Capital Infrastructure Total	2,570	2,064	5,993	6,395	7,329	24,351
PRKDT - Diseased Tree Removal						
Special Assessment Bonds	300	300	300	300	300	1,500
PRKDT - Diseased Tree Removal Total	300	300	300	300	300	1,500
PRKRP - Neighborhood Parks Rehabilitation Program						
Net Debt Bonds	3,700	3,700	3,100	3,100	3,100	16,700
Park Capital Levy	420	615	695	685	660	3,075
PRKRP - Neighborhood Parks Rehabilitation Program Total	4,120	4,315	3,795	3,785	3,760	19,775
<b>Park Board Total</b>	<b>12,536</b>	<b>12,780</b>	<b>12,980</b>	<b>12,625</b>	<b>12,986</b>	<b>63,907</b>
<b>Park Board Total</b>	<b>12,536</b>	<b>12,780</b>	<b>12,980</b>	<b>12,625</b>	<b>12,986</b>	<b>63,907</b>
<b>Public Works</b>						
<b>PW - Street Paving</b>						
PV001 - Parkway Paving Program						
Net Debt Bonds	700	700	700	700	700	3,500
Special Assessment Bonds	50	50	50	50	50	250
Transfer from Stormwater Fund	-	-	-	400	-	400
PV001 - Parkway Paving Program Total	750	750	750	1,150	750	4,150
PV006 - Alley Renovation Program						
Net Debt Bonds	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-
PV006 - Alley Renovation Program Total	-	-	-	-	-	-
PV056 - Asphalt Pavement Resurfacing Program						
Net Debt Bonds	2,100	2,100	2,100	2,100	2,100	10,500
Special Assessment Bonds	4,915	4,915	4,915	4,915	4,915	24,575
PV056 - Asphalt Pavement Resurfacing Program Total	7,015	7,015	7,015	7,015	7,015	35,075
PV059 - Major Pavement Maintenance Program						
Net Debt Bonds	250	250	250	250	250	1,250
PV059 - Major Pavement Maintenance Program Total	250	250	250	250	250	1,250
PV063 - Unpaved Alley Construction						
Net Debt Bonds	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-
PV063 - Unpaved Alley Construction Total	-	-	-	-	-	-
PV074 - CSAH & MnDOT Cooperative Projects						
Net Debt Bonds	1,700	1,050	3,650	3,300	1,500	11,200
Special Assessment Bonds	830	-	150	-	-	980
Transfer From Sanitary Sewer Func	600	-	-	-	-	600
PV074 - CSAH & MnDOT Cooperative Projects Total	3,130	1,050	3,800	3,300	1,500	12,780
PV075 - Development Infrastructure Program						
Net Debt Bonds	-	-	-	-	-	-
PV075 - Development Infrastructure Program Total	-	-	-	-	-	-
PV095 - 4th St N & S (2nd Ave N to 4th Ave S)						
Municipal State Aid	3,602	-	-	-	-	3,602
Net Debt Bonds	389	-	-	-	-	389
PV095 - 4th St N & S (2nd Ave N to 4th Ave S) Total	3,991	-	-	-	-	3,991
PV104 - ADA Ramp Replacement Program						
Net Debt Bonds	500	500	500	500	500	2,500
PV104 - ADA Ramp Replacement Program Total	500	500	500	500	500	2,500

**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

	Budget in thousands					Total
	2020	2021	2022	2023	2024	
PV108 - Concrete Streets Rehabilitation Program						
Net Debt Bonds	4,250	2,957	4,630	3,509	2,563	17,909
Special Assessment Bonds	500	500	500	500	500	2,500
Transfer from General Fund	-	1,728	-	1,341	2,287	5,356
PV108 - Concrete Streets Rehabilitation Program Total	4,750	5,185	5,130	5,350	5,350	25,765
PV113 - 29th St W Phase 2						
Net Debt Bonds	-	-	1,061	-	-	1,061
Special Assessment Bonds	-	-	70	-	-	70
Transfer from General Fund	-	-	1,704	-	-	1,704
PV113 - 29th St W Phase 2 Total	-	-	2,835	-	-	2,835
PV118 - Hennepin Ave (Wash Ave N to 12th St S)						
Federal Grants	7,000	-	-	-	-	7,000
Municipal State Aid	6,479	465	-	-	-	6,944
Net Debt Bonds	2,075	257	-	-	-	2,332
Special Assessment Bonds	1,195	-	-	-	-	1,195
Transfer from General Fund	3,880	740	-	-	-	4,620
Transfer from Special Revenue Fun	6,500	-	-	-	-	6,500
Transfer from Stormwater Fund	1,000	-	-	-	-	1,000
PV118 - Hennepin Ave (Wash Ave N to 12th St S) Total	28,129	1,462	-	-	-	29,591
PV122 - Dowling Ave (I-94 to 1st St N)						
Federal Grants	-	-	750	-	-	750
Municipal State Aid	-	-	825	-	-	825
Special Assessment Bonds	-	-	175	-	-	175
Transfer from General Fund	-	-	2,340	-	-	2,340
PV122 - Dowling Ave (I-94 to 1st St N) Total	-	-	4,090	-	-	4,090
PV123 - Logan Park Industrial						
Net Debt Bonds	-	-	1,525	-	-	1,525
Special Assessment Bonds	-	-	2,730	-	-	2,730
Transfer from General Fund	-	-	1,785	-	-	1,785
PV123 - Logan Park Industrial Total	-	-	6,040	-	-	6,040
PV126 - Bryant Ave S (50th St W to Lake St W)						
Municipal State Aid	-	674	5,271	-	-	5,945
Net Debt Bonds	-	2,119	1,315	-	-	3,434
Special Assessment Bonds	-	2,130	-	-	-	2,130
Transfer from General Fund	-	4,142	3,129	-	-	7,271
PV126 - Bryant Ave S (50th St W to Lake St W) Total	-	9,065	9,715	-	-	18,780
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)						
Municipal State Aid	-	-	-	1,065	-	1,065
Net Debt Bonds	-	-	-	340	-	340
Other Local Governments	-	-	-	8,890	-	8,890
Special Assessment Bonds	-	-	-	425	-	425
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd) Total	-	-	-	10,720	-	10,720
PV131 - Res Neighborhood Reconst Projects						
Net Debt Bonds	3,022	3,828	3,780	3,865	5,985	20,480
Special Assessment Bonds	240	575	-	560	-	1,375
Transfer from General Fund	473	-	-	-	-	473
PV131 - Res Neighborhood Reconst Projects Total	3,735	4,403	3,780	4,425	5,985	22,328
PV132 - 1st Ave S (Lake St to Franklin Ave)						
Municipal State Aid	-	-	657	506	-	1,163
Net Debt Bonds	-	-	1,973	1,525	-	3,498
Special Assessment Bonds	-	-	1,330	-	-	1,330
Transfer from General Fund	-	-	2,934	-	-	2,934
Transfer from Stormwater Fund	-	-	120	-	-	120
PV132 - 1st Ave S (Lake St to Franklin Ave) Total	-	-	7,014	2,031	-	9,045

**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

Budget in thousands

	2020	2021	2022	2023	2024	Total
PV137 - 29th Ave NE (Central to Stinson)						
Municipal State Aid	-	-	5,480	-	-	5,480
Net Debt Bonds	-	-	47	-	-	47
Special Assessment Bonds	-	-	670	-	-	670
Transfer from General Fund	-	-	947	-	-	947
Transfer from Stormwater Fund	-	-	627	-	-	627
PV137 - 29th Ave NE (Central to Stinson) Total	-	-	7,771	-	-	7,771
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)						
Municipal State Aid	-	-	-	1,479	-	1,479
Net Debt Bonds	-	-	-	2,476	-	2,476
Special Assessment Bonds	-	-	-	920	-	920
PV138 - 26th St E (Minnehaha Ave to 29th Ave S) Total	-	-	-	4,875	-	4,875
PV139 - 18th Ave NE (Johnson St NE to Stinson Blvd NE)						
Municipal State Aid	3,644	-	-	-	-	3,644
Net Debt Bonds	166	-	-	-	-	166
Special Assessment Bonds	1,057	-	-	-	-	1,057
PV139 - 18th Ave NE (Johnson St NE to Stinson Blvd NE) Total	4,867	-	-	-	-	4,867
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)						
Municipal State Aid	-	-	-	3,445	-	3,445
Net Debt Bonds	-	-	-	885	-	885
Special Assessment Bonds	-	-	-	275	-	275
Transfer from General Fund	-	-	-	1,551	-	1,551
Transfer from Stormwater Fund	-	-	-	984	-	984
PV140 - 13th Ave NE (Sibley St NE to 4th St NE) Total	-	-	-	7,140	-	7,140
PV141 - Grand Ave S (Lake St. W to 48th St W)						
Municipal State Aid	-	-	-	6,108	1,207	7,315
Net Debt Bonds	-	-	-	1,162	-	1,162
Special Assessment Bonds	-	-	-	1,950	-	1,950
Transfer from General Fund	-	-	-	5,488	-	5,488
PV141 - Grand Ave S (Lake St. W to 48th St W) Total	-	-	-	14,708	1,207	15,915
PV142 Downtown East Paving						
Municipal State Aid	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-
PV142 Downtown East Paving Total	-	-	-	-	-	-
PV143 - North Industrial						
Net Debt Bonds	-	-	1,641	-	-	1,641
Special Assessment Bonds	-	-	1,860	-	-	1,860
Transfer from General Fund	-	-	1,624	-	-	1,624
PV143 - North Industrial Total	-	-	5,125	-	-	5,125
PV146 - 9th St SE (6th Ave SE to 9th Ave SE)						
Special Assessment Bonds	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-
PV146 - 9th St SE (6th Ave SE to 9th Ave SE) Total	-	-	-	-	-	-
PV147 - Girard Ave S (Lake St to Lagoon Ave)						
Hennepin County Grants	125	-	-	-	-	125
Special Assessment Bonds	65	-	-	-	-	65
Transfer from General Fund	600	-	-	-	-	600
Transfer from Stormwater Fund	545	-	-	-	-	545
PV147 - Girard Ave S (Lake St to Lagoon Ave) Total	1,335	-	-	-	-	1,335
PV150 - 1st Ave N (10th St N to Wash Ave)						
Municipal State Aid	-	-	-	-	1,202	1,202
Net Debt Bonds	-	-	-	-	4,952	4,952
Special Assessment Bonds	-	-	-	-	1,195	1,195
Transfer from General Fund	-	-	-	-	6,024	6,024
Transfer from Stormwater Fund	-	-	-	-	805	805
PV150 - 1st Ave N (10th St N to Wash Ave) Total	-	-	-	-	14,178	14,178

**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

Budget in thousands

	2020	2021	2022	2023	2024	Total
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N)						
Municipal State Aid	-	2,766	-	-	-	2,766
Special Assessment Bonds	-	320	-	-	-	320
Transfer from General Fund	-	745	-	-	-	745
Transfer from Stormwater Fund	-	766	-	-	-	766
PV152 - Plymouth Ave (Washburn Ave N to Penn Ave N) Total	-	4,597	-	-	-	4,597
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive)						
Municipal State Aid	-	-	-	-	-	-
Net Debt Bonds	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-
Transfer from Stormwater Fund	-	-	-	-	-	-
PV153 - 60th St W (Xerxes Ave S to Sunrise Drive) Total	-	-	-	-	-	-
PV154 - Franklin Ave W ( Henn Ave S to Lyndale Ave S)						
Municipal State Aid	-	-	1,249	-	-	1,249
Special Assessment Bonds	-	-	110	-	-	110
Transfer from General Fund	-	-	861	-	-	861
PV154 - Franklin Ave W ( Henn Ave S to Lyndale Ave S) Total	-	-	2,220	-	-	2,220
PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)						
Municipal State Aid	-	3,745	-	-	-	3,745
Special Assessment Bonds	-	410	-	-	-	410
Transfer from General Fund	-	462	-	-	-	462
Transfer from Stormwater Fund	-	795	-	-	-	795
PV156 Johnson St NE (18th Ave NE to Lowry Ave NE) Total	-	5,412	-	-	-	5,412
PV158 Hennepin Ave (Lake St W to Douglas Ave)						
Federal Grants	-	-	-	7,000	-	7,000
Municipal State Aid	-	-	2,239	926	-	3,165
Net Debt Bonds	-	-	940	129	-	1,069
Special Assessment Bonds	-	-	-	1,795	-	1,795
Transfer from General Fund	-	-	1,613	4,561	-	6,174
Transfer from Stormwater Fund	-	-	950	-	-	950
PV158 Hennepin Ave (Lake St W to Douglas Ave) Total	-	-	5,742	14,411	-	20,153
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave)						
Net Debt Bonds	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-
Transfer from General Fund	-	-	-	-	-	-
PV159 - Sunrise Dr/58th St W (60th St to Aldrich Ave) Total	-	-	-	-	-	-
PV160 - 1st Ave S (Franklin Ave to Grant St)						
Net Debt Bonds	-	-	-	-	-	-
Special Assessment Bonds	-	-	-	-	-	-
PV160 - 1st Ave S (Franklin Ave to Grant St) Total	-	-	-	-	-	-
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)						
Federal Grants	-	-	-	-	7,000	7,000
Municipal State Aid	-	-	-	-	3,821	3,821
Special Assessment Bonds	-	-	-	-	1,000	1,000
Transfer from General Fund	-	-	-	-	2,030	2,030
Transfer from Stormwater Fund	-	-	-	-	804	804
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl) Total	-	-	-	-	14,655	14,655
PV99R - Reimbursable Paving Projects						
Reimbursements	3,500	3,500	3,500	3,500	3,500	17,500
PV99R - Reimbursable Paving Projects Total	3,500	3,500	3,500	3,500	3,500	17,500
<b>PW - Street Paving Total</b>	<b>61,952</b>	<b>43,189</b>	<b>75,277</b>	<b>79,375</b>	<b>54,890</b>	<b>314,683</b>
<b>PW - Sidewalks</b>						
SWK01 - Defective Hazardous Sidewalks						
Net Debt Bonds	355	365	375	385	395	1,875
Sidewalk Assessments	3,000	3,000	3,000	3,000	3,000	15,000
SWK01 - Defective Hazardous Sidewalks Total	3,355	3,365	3,375	3,385	3,395	16,875



**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

		Budget in thousands					
		2020	2021	2022	2023	2024	Total
SWK02 - Sidewalk Gaps							
	Net Debt Bonds	150	150	150	150	150	750
SWK02 - Sidewalk Gaps Total		150	150	150	150	150	750
<b>PW - Sidewalks Total</b>		<b>3,505</b>	<b>3,515</b>	<b>3,525</b>	<b>3,535</b>	<b>3,545</b>	<b>17,625</b>
<b>PW - Bridges</b>							
BR101 - Major Bridge Repair and Rehabilitation							
	Net Debt Bonds	400	400	400	400	400	2,000
BR101 - Major Bridge Repair and Rehabilitation Total		400	400	400	400	400	2,000
BR106 - 1st Ave S over HCRRA							
	Hennepin County Grants	-	-	-	1,000	-	1,000
	Net Debt Bonds	-	-	-	4,170	-	4,170
BR106 - 1st Ave S over HCRRA Total		-	-	-	5,170	-	5,170
BR111 - 10th Ave Bridge							
	Net Debt Bonds	3,000	-	-	-	-	3,000
BR111 - 10th Ave Bridge Total		3,000	-	-	-	-	3,000
BR117 - 1st St N Bridge over Bassetts Creek							
	Transfer from Stormwater Fund	1,395	-	-	-	-	1,395
BR117 - 1st St N Bridge over Bassetts Creek Total		1,395	-	-	-	-	1,395
BR127 - Nicollet Ave over Minnehaha Creek							
	Net Debt Bonds	-	-	-	-	2,000	2,000
	State Grants	-	-	-	-	22,050	22,050
BR127 - Nicollet Ave over Minnehaha Creek Total		-	-	-	-	24,050	24,050
BR133 - Cedar Lake Road Bridges over Bassett Cr & RR							
	Net Debt Bonds	-	-	-	-	-	-
BR133 - Cedar Lake Road Bridges over Bassett Cr & RR Total		-	-	-	-	-	-
BR134 - Bridge 9 Program							
	Net Debt Bonds	1,700	1,630	2,480	2,910	1,830	10,550
BR134 - Bridge 9 Program Total		1,700	1,630	2,480	2,910	1,830	10,550
<b>PW - Bridges Total</b>		<b>6,495</b>	<b>2,030</b>	<b>2,880</b>	<b>8,480</b>	<b>26,280</b>	<b>46,165</b>
<b>PW - Traffic Control and Street Lighting</b>							
TR008 - Parkway Street Light Replacement							
	Net Debt Bonds	350	350	350	350	350	1,750
TR008 - Parkway Street Light Replacement Total		350	350	350	350	350	1,750
TR010 - Traffic Management Systems							
	Hennepin County Grants	225	275	250	250	250	1,250
	Net Debt Bonds	650	875	1,000	1,600	1,600	5,725
TR010 - Traffic Management Systems Total		875	1,150	1,250	1,850	1,850	6,975
TR011 - City Street Light Renovation							
	Net Debt Bonds	1,395	1,000	1,500	1,500	1,500	6,895
TR011 - City Street Light Renovation Total		1,395	1,000	1,500	1,500	1,500	6,895
TR021 - Traffic Signals							
	Hennepin County Grants	125	250	250	250	250	1,125
	Net Debt Bonds	1,675	1,875	2,250	2,250	2,250	10,300
TR021 - Traffic Signals Total		1,800	2,125	2,500	2,500	2,500	11,425
TR022 - Traffic Safety Improvements							
	Federal Grants	-	1,350	2,745	-	-	4,095
	Hennepin County Grants	500	-	500	500	500	2,000
	Net Debt Bonds	880	1,250	1,250	1,250	1,250	5,880
TR022 - Traffic Safety Improvements Total		1,380	2,600	4,495	1,750	1,750	11,975
TR024 - Pedestrian Street Lighting Corridors							
	Net Debt Bonds	1,000	500	600	1,000	1,000	4,100
TR024 - Pedestrian Street Lighting Corridors Total		1,000	500	600	1,000	1,000	4,100
TR025 - Sign Replacement Program							
	Net Debt Bonds	-	895	895	895	895	3,580
TR025 - Sign Replacement Program Total		-	895	895	895	895	3,580
TR99R - Reimbursable Transportation Projects							
	Reimbursements	600	600	600	600	600	3,000
TR99R - Reimbursable Transportation Projects Total		600	600	600	600	600	3,000
<b>PW - Traffic Control and Street Lighting Total</b>		<b>7,400</b>	<b>9,220</b>	<b>12,190</b>	<b>10,445</b>	<b>10,445</b>	<b>49,700</b>

**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

Budget in thousands

	2020	2021	2022	2023	2024	Total
<b>PW - Bike-Ped</b>						
BIK28 - Protected Bikeways Program						
Net Debt Bonds	1,940	1,000	1,000	1,000	1,000	5,940
<b>BIK28 - Protected Bikeways Program Total</b>	<b>1,940</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>5,940</b>
BP001 - Safe Routes to Schools Program						
Federal Grants	-	-	1,000	-	-	1,000
Hennepin County Grants	100	-	-	-	-	100
Net Debt Bonds	400	400	1,000	400	400	2,600
Other Local Governments	-	300	-	-	-	300
<b>BP001 - Safe Routes to Schools Program Total</b>	<b>500</b>	<b>700</b>	<b>2,000</b>	<b>400</b>	<b>400</b>	<b>4,000</b>
BP003 - Midtown Greenway Trail Mill & Overlay						
Net Debt Bonds	-	1,505	-	-	-	1,505
<b>BP003 - Midtown Greenway Trail Mill &amp; Overlay Total</b>	<b>-</b>	<b>1,505</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,505</b>
BP004 - Pedestrian Safety Program						
Federal Grants	-	-	1,000	-	-	1,000
Net Debt Bonds	600	600	1,000	600	600	3,400
<b>BP004 - Pedestrian Safety Program Total</b>	<b>600</b>	<b>600</b>	<b>2,000</b>	<b>600</b>	<b>600</b>	<b>4,400</b>
BP005 - Queen Ave N Bike Boulevard						
Federal Grants	-	1,000	-	-	-	1,000
Hennepin County Grants	-	250	-	-	-	250
Net Debt Bonds	-	1,000	-	-	-	1,000
<b>BP005 - Queen Ave N Bike Boulevard Total</b>	<b>-</b>	<b>2,250</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,250</b>
BP006 - 18th Ave NE Trail Gap (Marshall to California)						
Net Debt Bonds	-	-	535	-	-	535
<b>BP006 - 18th Ave NE Trail Gap (Marshall to California) Total</b>	<b>-</b>	<b>-</b>	<b>535</b>	<b>-</b>	<b>-</b>	<b>535</b>
<b>PW - Bike-Ped Total</b>	<b>3,040</b>	<b>6,055</b>	<b>5,535</b>	<b>2,000</b>	<b>2,000</b>	<b>18,630</b>
<b>PW - Sanitary Sewer</b>						
SA001 - Sanitary Tunnel & Sewer Rehab Program						
Sanitary Bonds	8,000	7,500	8,000	7,000	5,000	35,500
Sanitary Revenue	-	500	-	1,000	2,000	3,500
<b>SA001 - Sanitary Tunnel &amp; Sewer Rehab Program Total</b>	<b>8,000</b>	<b>8,000</b>	<b>8,000</b>	<b>8,000</b>	<b>7,000</b>	<b>39,000</b>
SA036 - Infiltration & Inflow Removal Program						
Sanitary Bonds	2,500	2,500	3,500	3,500	2,500	14,500
Sanitary Revenue	-	-	-	-	1,000	1,000
<b>SA036 - Infiltration &amp; Inflow Removal Program Total</b>	<b>2,500</b>	<b>2,500</b>	<b>3,500</b>	<b>3,500</b>	<b>3,500</b>	<b>15,500</b>
SA99R - Reimbursable Sanitary Sewer Projects						
Reimbursements	1,000	1,000	1,000	1,000	1,000	5,000
<b>SA99R - Reimbursable Sanitary Sewer Projects Total</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>5,000</b>
SAPVR - Sanitary Sewer Paving Project Program						
Sanitary Bonds	1,500	3,000	-	-	-	4,500
Sanitary Revenue	500	2,500	2,000	2,000	2,000	9,000
<b>SAPVR - Sanitary Sewer Paving Project Program Total</b>	<b>2,000</b>	<b>5,500</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>13,500</b>
<b>PW - Sanitary Sewer Total</b>	<b>13,500</b>	<b>17,000</b>	<b>14,500</b>	<b>14,500</b>	<b>13,500</b>	<b>73,000</b>
<b>PW - Stormwater Sewer</b>						
SW004 - Implementation of US EPA Storm Water Regs						
Stormwater Revenue	250	250	250	250	250	1,250
<b>SW004 - Implementation of US EPA Storm Water Regs Total</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>250</b>	<b>1,250</b>
SW005 - Combined Sewer Overflow Improvements						
Stormwater Revenue	1,500	1,500	1,500	1,500	1,500	7,500
<b>SW005 - Combined Sewer Overflow Improvements Total</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>1,500</b>	<b>7,500</b>
SW011 - Storm Drains and Tunnels Rehab Program						
Stormwater Bonds	-	-	2,000	3,000	2,000	7,000
Stormwater Revenue	3,000	3,000	2,000	1,000	2,000	11,000
<b>SW011 - Storm Drains and Tunnels Rehab Program Total</b>	<b>3,000</b>	<b>3,000</b>	<b>4,000</b>	<b>4,000</b>	<b>4,000</b>	<b>18,000</b>
SW032 - I-35 Storm Tunnel						
Stormwater Revenue	-	-	-	-	1,000	1,000
<b>SW032 - I-35 Storm Tunnel Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>1,000</b>

**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

	Budget in thousands					Total
	2020	2021	2022	2023	2024	
SW039 - Flood Mitigation - Stormwater Alternatives						
Stormwater Bonds	1,000	1,000	2,000	4,000	4,000	12,000
Stormwater Revenue	4,000	4,000	3,000	1,000	1,000	13,000
SW039 - Flood Mitigation - Stormwater Alternatives Total	5,000	5,000	5,000	5,000	5,000	25,000
SW040 - Central City Parallel Storm Tunnel						
Stormwater Bonds	-	7,500	9,000	10,500	-	27,000
Stormwater Revenue	-	3,500	2,000	2,500	-	8,000
SW040 - Central City Parallel Storm Tunnel Total	-	11,000	11,000	13,000	-	35,000
SW99R - Reimbursable Sewer & Storm Drain Projects						
Reimbursements	2,000	2,000	2,000	2,000	2,000	10,000
SW99R - Reimbursable Sewer & Storm Drain Projects Total	2,000	2,000	2,000	2,000	2,000	10,000
SWPVR - Storm Sewer Paving Project Program						
Stormwater Revenue	1,500	1,700	1,500	1,500	1,800	8,000
SWPVR - Storm Sewer Paving Project Program Total	1,500	1,700	1,500	1,500	1,800	8,000
<b>PW - Stormwater Sewer Total</b>	<b>13,250</b>	<b>24,450</b>	<b>25,250</b>	<b>27,250</b>	<b>15,550</b>	<b>105,750</b>
<b>PW - Water</b>						
WTR12 - Water Distribution Improvements						
Water Revenue	9,550	9,650	9,750	9,000	9,100	47,050
WTR12 - Water Distribution Improvements Total	9,550	9,650	9,750	9,000	9,100	47,050
WTR18 - Water Distribution Facility						
Net Debt Bonds	-	5,265	-	-	-	5,265
Sanitary Bonds	-	2,500	-	-	-	2,500
Stormwater Bonds	-	2,500	-	-	-	2,500
Water Bonds	15,285	1,000	-	-	-	16,285
WTR18 - Water Distribution Facility Total	15,285	11,265	-	-	-	26,550
WTR23 - Treatment Infrastructure Improvements						
Water Revenue	5,000	5,000	5,500	5,500	6,750	27,750
WTR23 - Treatment Infrastructure Improvements Total	5,000	5,000	5,500	5,500	6,750	27,750
WTR27 - Advanced Metering Infrastructure						
Water Bonds	1,500	270	-	-	-	1,770
WTR27 - Advanced Metering Infrastructure Total	1,500	270	-	-	-	1,770
WTR29 - Columbia Heights Campus Upgrades						
Water Bonds	-	2,450	1,350	5,100	3,875	12,775
Water Revenue	150	-	-	-	-	150
WTR29 - Columbia Heights Campus Upgrades Total	150	2,450	1,350	5,100	3,875	12,925
WTR31 - Electrical Service Rehabilitation						
Water Bonds	2,000	2,000	2,000	3,000	-	9,000
WTR31 - Electrical Service Rehabilitation Total	2,000	2,000	2,000	3,000	-	9,000
WTR32 - Softening Plant Chemical System Improvements						
Water Bonds	-	-	-	-	-	-
WTR32 - Softening Plant Chemical System Improvements Total	-	-	-	-	-	-
WTR33 - 3rd Ave Bridge Water Main						
Water Bonds	1,000	1,000	-	-	-	2,000
WTR33 - 3rd Ave Bridge Water Main Total	1,000	1,000	-	-	-	2,000
WTR34 - Fridley Facilities and Campus Improvements						
Water Revenue	750	-	-	-	-	750
WTR34 - Fridley Facilities and Campus Improvements Total	750	-	-	-	-	750
WTR35 - Renewable Energy at Water Treatment Campuses						
Water Bonds	2,500	-	-	-	-	2,500
WTR35 - Renewable Energy at Water Treatment Campuses Total	2,500	-	-	-	-	2,500
WTR9R - Reimbursible Water Main Projects						
Reimbursements	2,000	2,000	2,000	2,000	2,000	10,000
WTR9R - Reimbursible Water Main Projects Total	2,000	2,000	2,000	2,000	2,000	10,000
<b>PW - Water Total</b>	<b>39,735</b>	<b>33,635</b>	<b>20,600</b>	<b>24,600</b>	<b>21,725</b>	<b>140,295</b>
<b>Public Works Total</b>	<b>148,877</b>	<b>139,094</b>	<b>159,757</b>	<b>170,185</b>	<b>147,935</b>	<b>765,848</b>

**Capital Budget Detail for Funded Projects**  
**CLIC Recommended Budget**

		Budget in thousands					
		2020	2021	2022	2023	2024	Total
<b>Public Grounds and Facilities</b>							
<b>Public Grounds and Facilities</b>							
FIR11 - New Fire Station No. 11							
	Net Debt Bonds	-	-	7,000	2,144	-	9,144
FIR11 - New Fire Station No. 11 Total		-	-	7,000	2,144	-	9,144
FIR12 - New Fire Station No. 1							
	Net Debt Bonds	2,500	-	-	-	-	2,500
FIR12 - New Fire Station No. 1 Total		2,500	-	-	-	-	2,500
FIR14 - New Fire Station No. 19							
	Net Debt Bonds	-	-	-	-	-	-
FIR14 - New Fire Station No. 19 Total		-	-	-	-	-	-
MPD04 - New 1st Police Precinct							
	Net Debt Bonds	-	-	-	-	-	-
MPD04 - New 1st Police Precinct Total		-	-	-	-	-	-
PSD15 - Traffic Maintenance Facility Improvement							
	Net Debt Bonds	-	-	-	-	-	-
PSD15 - Traffic Maintenance Facility Improvement Total		-	-	-	-	-	-
PSD16 - Farmer's Market Improvements							
	Net Debt Bonds	-	-	-	-	-	-
	Private Contributions	-	-	-	-	-	-
PSD16 - Farmer's Market Improvements Total		-	-	-	-	-	-
PSD18 - Regulatory Services Facility							
	Net Debt Bonds	-	-	-	-	-	-
PSD18 - Regulatory Services Facility Total		-	-	-	-	-	-
PSD19 - Impound Lot Facility							
	Parking Revenue	500	-	-	-	-	500
PSD19 - Impound Lot Facility Total		500	-	-	-	-	500
PSD20 - City Hall & New Public Service Center							
	Net Debt Bonds	1,800	-	-	-	-	1,800
	CIP/Charter Bonds	76,700	10,500	6,700	4,300	2,000	100,200
	Transfer from General Fund	8,000	4,000	1,000	-	300	13,300
PSD20 - City Hall & New Public Service Center Total		86,500	14,500	7,700	4,300	2,300	115,300
RAD01 - Public Safety Radio System Replacement							
	Net Debt Bonds	2,700	-	-	-	-	2,700
RAD01 - Public Safety Radio System Replacement Total		2,700	-	-	-	-	2,700
<b>Public Grounds and Facilities Total</b>		<b>92,200</b>	<b>14,500</b>	<b>14,700</b>	<b>6,444</b>	<b>2,300</b>	<b>130,144</b>
<b>Public Grounds and Facilities Total</b>		<b>92,200</b>	<b>14,500</b>	<b>14,700</b>	<b>6,444</b>	<b>2,300</b>	<b>130,144</b>
<b>Miscellaneous Projects</b>							
<b>Miscellaneous Projects</b>							
ART01 - Art in Public Places							
	Net Debt Bonds	700	720	750	810	815	3,795
ART01 - Art in Public Places Total		700	720	750	810	815	3,795
<b>Miscellaneous Projects Total</b>		<b>700</b>	<b>720</b>	<b>750</b>	<b>810</b>	<b>815</b>	<b>3,795</b>
<b>Miscellaneous Projects Total</b>		<b>700</b>	<b>720</b>	<b>750</b>	<b>810</b>	<b>815</b>	<b>3,795</b>
<b>Grand Total</b>		<b>255,653</b>	<b>174,064</b>	<b>195,277</b>	<b>191,504</b>	<b>164,036</b>	<b>980,534</b>

## CLIC Comprehensive Project Ratings

### Highest to Lowest Score - 108 Projects Rated

#### Top Third of Projects

Project	Score	Rank
SA001 Sanitary Tunnel & Sewer Rehab Program	216.68	1
SW011 Storm Drains and Tunnels Rehab Program	209.64	2
PV118 Hennepin Ave (Wash Ave N to 12th St S)	207.24	3
SW004 Implementation of US EPA Storm Water Regs	206.64	4
WTR23 Treatment Infrastructure Improvements	206.56	5
SA036 Infiltration & Inflow Removal Program	206.08	6
SWK01 Defective Hazardous Sidewalks	205.21	7
BP001 Safe Routes to School Program	202.88	8
PV074 CSAH & MnDOT Cooperative Projects	202.44	9
WTR12 Water Distribution Improvements	201.72	10
SW005 Combined Sewer Overflow Improvements	200.32	11
BR101 Major Bridge Repair and Rehabilitation	200.08	12
SWK02 Sidewalk Gaps	199.04	13
BP004 Pedestrian Safety Program	198.76	14
PRKDT Diseased Tree Removal	197.12	15
PRKCP Neighborhood Parks Capital Infrastructure	196.48	16
BP005 Queen Ave N Bike Boulevard	195.84	17
BR106 1st Ave S over HCRRA	195.72	18
SW039 Flood Mitigation - Stormwater Alternatives	194.20	19
PV104 ADA Ramp Replacement Program	192.44	20
PRKRP Neighborhood Parks Rehabilitation Program	191.68	21
PV095 4th St N & S (2nd Ave N to 4th Ave S)	191.44	22
TR008 Parkway Street Light Replacement	191.32	23
PV056 Asphalt Pavement Resurfacing Program	191.16	24
PV158 Hennepin Ave (Lake St W to Douglas Ave)	191.00	25
TR022 Traffic Safety Improvements	190.52	26
TR011 City Street Light Renovation	189.36	27
FIR12 New Fire Station No. 1	188.76	28
PRK36 North Commons Park Implementation	188.76	29
BIK28 Protected Bikeways Program	188.56	30
TR021 Traffic Signals	188.48	31
TR024 Pedestrian Street Lighting Corridors	187.76	32
RAD01 Public Safety Radio System Replacement	187.50	33
PV001 Parkway Paving Program	186.64	34
PV059 Major Pavement Maintenance Program	186.52	35
PV108 Concrete Streets Rehabilitation Program	186.32	36

## CLIC Comprehensive Project Ratings

### Highest to Lowest Score - 108 Projects Rated

#### Middle Third of Projects

Project	Score	Rank
WTR27 Advanced Metering Infrastructure	186.12	37
PRK35 Keewaydin Park Implementation	185.20	38
ART01 Art in Public Places	184.88	39
PRK39 Whittier Park Implementation	184.40	40
PV131 Res Neighborhood Reconst Projects	184.16	41
TR010 Traffic Management Systems	183.24	42
PRK38 Sibley Field Park Implementation	182.80	43
PV139 18th Ave NE (Johnson to Stinson)	182.36	44
WTR31 Electrical Service Rehabilitation	181.56	45
BP003 Midtown Greenway Trail Mill & Overlay	181.28	46
BR127 Nicollet Ave over Minnehaha Creek	180.76	47
PV127 37th Ave NE (Central Ave NE to Stinson Blvd)	180.64	48
BR134 Bridge 9 Program	180.44	49
WTR29 Columbia Heights Campus Upgrades	180.40	50
BR111 10th Avenue Bridge Water Main	180.17	51
PRK02 Playground and Site Improvements Program	179.96	52
PRK37 Powderhorn Park Implementation	179.72	53
PV152 Plymouth Ave (Xerxes Ave to Penn Ave)	179.32	54
BR117 1st St N Bridge over Bassetts Creek	179.00	55
SW040 Central City Parallel Storm Tunnel	178.28	56
PV126 Bryant Ave S (50th St E to Lake St E)	177.72	57
PV122 Dowling Ave (I-94 to 1st St N)	177.20	58
WTR18 Water Distribution Facility	177.08	59
PSD20 City Hall & New Public Service Center	176.64	60
PV147 Girard Ave S (Lake St to Lagoon Ave)	176.36	61
BP006 18th Ave NE Trail Gap (Marshall to California)	174.40	62
PV137 29th Ave NE (Central to Stinson)	174.32	63
PV140 13th Ave NE (Sibley to Wash Sts NE)	173.88	64
PV154 Franklin Ave W (Hennepin to Lyndale)	173.36	65
PV141 Grand Ave S (Lake to 48th St W)	172.92	66
PV138 26th St E (Minnehaha Ave to 29th Ave S)	172.72	67
PV113 29th St W Phase 2	171.00	68
FIR11 New Fire Station No. 11	170.96	69
TR025 Sign Replacement Program	170.52	70
PV161 3rd St S (Hennepin Ave to Norm Mcgrew Pl)	170.50	71
PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)	170.24	72

## CLIC Comprehensive Project Ratings

### Highest to Lowest Score - 108 Projects Rated

#### Bottom Third of Projects

Project	Score	Rank
SW032 I-35W Storm Tunnel Reconstruction	170.04	73
PV143 North Industrial	168.52	74
PRK33 Bryn Mawr Meadows Field Improvements	167.36	75
MBC01 Life Safety Improvements	167.04	76
PRK03 Shelter - Pool - Site Improvements Program	165.68	77
PV123 Logan Park Industrial	165.56	78
MBC12 Safety Improvements - Non-Stagework Areas	163.92	79
PRK04 Athletic Fields -Site Improvements Program	163.00	80
MBC02 Mechanical Systems Upgrade	160.00	81
PV150 1st Ave N (10th St N to Wash Ave)	156.56	82
PV132 1st Ave S (Franklin Ave to Lake St)	154.54	83
PRK40 Elliott Park Implementation	149.16	84
SAPVR Sanitary Sewer Paving Project Program	147.96	85
PSD19 Impound Lot Facility	145.92	86
PV142 Downtown East Paving	145.04	87
BR133 Cedar Lake Road Bridges over Bassett Cr & RR	144.24	88
SWPVR Storm Sewer Paving Project Program	142.20	89
PV006 Alley Renovation Program	137.52	90
PV146 9th St SE (6th Ave SE to 9th Ave SE)	136.72	91
PV160 1st Av S (Franklin Ave To Grant St)	134.92	92
WTR35 Renewable Energy at Water Treatment Campuses	133.16	93
PV063 Unpaved Alley Construction	130.20	94
PV159 Sunrise Dr/58th St W (60th St to Aldrich Av)	127.21	95
MBC10 Exterior Improvements	127.04	96
WTR32 Softening Plant Chemical System Improvements	126.36	97
MBC13 4th St Sidewalk/Exterior Light Poles Upgrade	121.40	98
WTR33 3rd Ave Bridge Water Main	118.56	99
PSD16 Farmers Market Improvements	115.04	100
MPD04 New 1st Police Precinct	114.84	101
MBC14 Historic Restoration Project	114.48	102
PV153 60th St W (Xerxes Av S to Sunrise Drive)	112.79	103
WTR34 Fridley Facilities and Casmpus Improvements	112.76	104
PV075 Development Infrastructure Program	107.64	105
PSD15 Traffic Maintenance Facility Improvement	103.28	106
FIR14 New Fire Station No. 19	86.92	107
PSD18 Regulatory Services Facility	78.92	108

## CLIC Project Ratings by Commission/Board/Department

### Maximum Score of 300, Rank out of 108 Projects Rated

#### Municipal Building Commission

Project	Score	Rank
MBC01 Life Safety Improvements	167.04	76
MBC02 Mechanical Systems Upgrade	160.00	81
MBC10 Exterior Improvements	127.04	96
MBC12 Safety Improvements - Non-Stagework Areas	163.92	79
MBC13 4th St Sidewalk/Exterior Light Poles Upgrade	121.40	98
MBC14 Historic Restoration Project	114.48	102

#### Park Board

PRK02 Playground and Site Improvements Program	179.96	52
PRK03 Shelter - Pool - Site Improvements Program	165.68	77
PRK04 Athletic Fields -Site Improvements Program	163.00	80
PRK33 Bryn Mawr Meadows Field Improvements	167.36	75
PRK35 Keewaydin Park Implementation	185.20	38
PRK36 North Commons Park Implementation	188.76	29
PRK37 Powderhorn Park Implementation	179.72	53
PRK38 Sibley Field Park Implementation	182.80	43
PRK39 Whittier Park Implementation	184.40	40
PRK40 Elliott Park Implementation	149.16	84
PRKCP Neighborhood Parks Capital Infrastructure	196.48	16
PRKDT Diseased Tree Removal	197.12	15
PRKRP Neighborhood Parks Rehabilitation Program	191.68	21

#### Public Works Department

##### Street Paving

PV001 Parkway Paving Program	186.64	34
PV006 Alley Renovation Program	137.52	90
PV056 Asphalt Pavement Resurfacing Program	191.16	24
PV059 Major Pavement Maintenance Program	186.52	35
PV063 Unpaved Alley Construction	130.20	94
PV074 CSAH & MnDOT Cooperative Projects	202.44	9
PV075 Development Infrastructure Program	107.64	105
PV095 4th St N & S (2nd Ave N to 4th Ave S)	191.44	22
PV104 ADA Ramp Replacement Program	192.44	20
PV108 Concrete Streets Rehabilitation Program	186.32	36
PV113 29th St W Phase 2	171.00	68
PV118 Hennepin Ave (Wash Ave N to 12th St S)	207.24	3



## CLIC Project Ratings by Commission/Board/Department

### Maximum Score of 300, Rank out of 108 Projects Rated

#### Street Paving - continued

PV122 Dowling Ave (I-94 to 1st St N)	177.20	58
PV123 Logan Park Industrial	165.56	78
PV126 Bryant Ave S (50th St E to Lake St E)	177.72	57
PV127 37th Ave NE (Central Ave NE to Stinson Blvd)	180.64	48
PV131 Res Neighborhood Reconst Projects	184.16	41
PV132 1st Ave S (Franklin Ave to Lake St)	154.54	83
PV137 29th Ave NE (Central to Stinson)	174.32	63
PV138 26th St E (Minnehaha Ave to 29th Ave S)	172.72	67
PV139 18th Ave NE (Johnson to Stinson)	182.36	44
PV140 13th Ave NE (Sibley to Wash Sts NE)	173.88	64
PV141 Grand Ave S (Lake to 48th St W)	172.92	66
PV142 Downtown East Paving	145.04	87
PV143 North Industrial	168.52	74
PV146 9th St SE (6th Ave SE to 9th Ave SE)	136.72	91
PV147 Girard Ave S (Lake St to Lagoon Ave)	176.36	61
PV150 1st Ave N (10th St N to Wash Ave)	156.56	82
PV152 Plymouth Ave (Xerxes Ave to Penn Ave)	179.32	54
PV153 60th St W (Xerxes Av S to Sunrise Drive)	112.79	103
PV154 Franklin Ave W (Hennepin to Lyndale)	173.36	65
PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)	170.24	72
PV158 Hennepin Ave (Lake St W to Douglas Ave)	191.00	25
PV159 Sunrise Dr/58th St W (60th St to Aldrich Av)	127.21	95
PV160 1st Av S (Franklin Ave To Grant St)	134.92	92
PV161 3rd St S (Hennepin Ave to Norm Mcgregw Pl)	170.50	71

#### Sidewalks

SWK01 Defective Hazardous Sidewalks	205.21	7
SWK02 Sidewalk Gaps	199.04	13

#### Bridges

BR101 Major Bridge Repair and Rehabilitation	200.08	12
BR106 1st Ave S over HCRRA	195.72	18
BR111 10th Avenue Bridge Water Main	180.17	51
BR117 1st St N Bridge over Bassetts Creek	179.00	55
BR127 Nicollet Ave over Minnehaha Creek	180.76	47
BR133 Cedar Lake Road Bridges over Bassett Cr & RR	144.24	88
BR134 Bridge 9 Program	180.44	49

## CLIC Project Ratings by Commission/Board/Department

Maximum Score of 300, Rank out of 108 Projects Rated

### Traffic Control & Street Lighting

TR008 Parkway Street Light Replacement	191.32	23
TR010 Traffic Management Systems	183.24	42
TR011 City Street Light Renovation	189.36	27
TR021 Traffic Signals	188.48	31
TR022 Traffic Safety Improvements	190.52	26
TR024 Pedestrian Street Lighting Corridors	187.76	32
TR025 Sign Replacement Program	170.52	70

### Bike-Ped Projects

BIK28 Protected Bikeways Program	188.56	30
BP001 Safe Routes to School Program	202.88	8
BP003 Midtown Greenway Trail Mill & Overlay	181.28	46
BP004 Pedestrian Safety Program	198.76	14
BP005 Queen Ave N Bike Boulevard	195.84	17
BP006 18th Ave NE Trail Gap (Marshall to California)	174.40	62

### Sanitary Sewers

SA001 Sanitary Tunnel & Sewer Rehab Program	216.68	1
SA036 Infiltration & Inflow Removal Program	206.08	6
SAPVR Sanitary Sewer Paving Project Program	147.96	85

### Storm Sewers

SW004 Implementation of US EPA Storm Water Regs	206.64	4
SW005 Combined Sewer Overflow Improvements	200.32	11
SW011 Storm Drains and Tunnels Rehab Program	209.64	2
SW032 I-35W Storm Tunnel Reconstruction	170.04	73
SW039 Flood Mitigation - Stormwater Alternatives	194.20	19
SW040 Central City Parallel Storm Tunnel	178.28	56
SWPVR Storm Sewer Paving Project Program	142.20	89

## CLIC Project Ratings by Commission/Board/Department

### Maximum Score of 300, Rank out of 108 Projects Rated

#### Water Infrastructure

WTR12 Water Distribution Improvements	201.72	10
WTR18 Water Distribution Facility	177.08	59
WTR23 Treatment Infrastructure Improvements	206.56	5
WTR27 Advanced Metering Infrastructure	186.12	37
WTR29 Columbia Heights Campus Upgrades	180.40	50
WTR31 Electrical Service Rehabilitation	181.56	45
WTR32 Softening Plant Chemical System Improvements	126.36	97
WTR33 3rd Ave Bridge Water Main	118.56	99
WTR34 Fridley Facilities and Campus Improvements	112.76	104
WTR35 Renewable Energy at Water Treatment Campuses	133.16	93

#### Public Grounds & Facilities

FIR11 New Fire Station No. 11	170.96	69
FIR12 New Fire Station No. 1	188.76	28
FIR14 New Fire Station No. 19	86.92	107
MPD04 New 1st Police Precinct	114.84	101
PSD15 Traffic Maintenance Facility Improvement	103.28	106
PSD16 Farmers Market Improvements	115.04	100
PSD18 Regulatory Services Facility	78.92	108
PSD19 Impound Lot Facility	145.92	86
PSD20 City Hall & New Public Service Center	176.64	60
RAD01 Public Safety Radio System Replacement	187.50	33

#### Miscellaneous Projects

ART01 Art in Public Places	184.88	39
----------------------------	--------	----



## 2020 - 2024 Capital Program Descriptions

### MUNICIPAL BUILDING COMMISSION

---

#### **MBC01 Life Safety Improvements**

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

#### **MBC02 Mechanical Systems Upgrade**

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

#### **MBC10 Exterior Improvements**

This project addresses building envelope issues including waterproofing, exterior windows and doors, and masonry.

#### **MBC12 Safety Improvements - Non-Stagework Areas**

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

#### **MBC 13 4th St Sidewalk / Exterior Light Poles Upgrade**

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

#### **MBC14 Historic Restoration Project**

Restore the Mayor's Reception Hall, Clerk's Office, and Mayor's Office to their original appearance and incorporate design features to support current and future users.

### PARK BOARD

---

#### **PRK02 Playground and Site Improvements Program**

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

#### **PRK03 Shelter - Pool - Site Improvements Program**

Wading pool upgrade at Fuller Park, including accessibility improvements.

#### **PRK04 Athletic Fields -Site Improvement Program**

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

#### **PRK33 Bryn Mawr Meadows Field Improvements**

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

#### **PRK35 Keewaydin Park Implementation**

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

#### **PRK36 North Commons Park Implementation**

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

#### **PRK37 Powderhorn Park Implementation**

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



## 2020 - 2024 Capital Program Descriptions

### **PRK38 Sibley Field Park Implementation**

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

### **PRK39 Whittier Park Implementation**

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

### **PRK40 Elliot Park Implementation**

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

### **PRKCP Neighborhood Parks Capital Infrastructure**

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

### **PRKDT Diseased Tree Removal**

Removing diseased trees from private property.

### **PRKRP Neighborhood Parks Rehabilitation Program**

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

## **PUBLIC WORKS DEPARTMENT**

---

### **PV001 Parkway Paving Program**

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

### **PV006 Alley Renovation Program**

Repair and overlay existing alleys and repair or replace retaining walls that are currently in poor condition.

### **PV056 Asphalt Pavement Resurfacing Program**

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

### **PV059 Major Pavement Maintenance Program**

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

### **PV063 Unpaved Alley Construction**

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



## 2020 - 2024 Capital Program Descriptions

### **PV074 CSAH & MnDOT Cooperative Projects**

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

### **PV075 Development Infrastructure Program**

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

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

Reconstruction of existing roadway.

### **PV104 ADA Ramp Replacement Program**

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

### **PV108 Concrete Streets Rehabilitation Program**

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

### **PV113 29th St W Phase 2**

Reconstruction of existing roadway to be replaced with woonerf concept.

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

Reconstruction of existing roadway with pedestrian and bicycle amenities.

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

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

### **PV123 Logan Park Industrial**

Reconstruction of oil dirt and paver streets.

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

Reconstruction of existing street/bike boulevard.

### **PV127 37th Ave NE (Central Ave NE to Stinson Blvd)**

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

### **PV131 Res Neighborhood Reconst Projects**

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

### **PV132 1st Ave S (Lake St to Franklin Ave)**

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

### **PV137 29th Ave NE (Central to Stinson)**

The project will include new sidewalks with ADA pedestrian ramps, on-street bike lanes, roadway pavement, curb and



## 2020 - 2024 Capital Program Descriptions

gutter, and utility improvements. The project is also expected to include signal improvements, new signage, and new pavement markings.

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

Reconstruction of existing roadway.

### **PV139 18th Ave NE (Johnson St NE to Stinson Blvd NE)**

The project will include new sidewalks with ADA pedestrian ramps, improving the existing trail facility, roadway pavement, curb and gutter, and utility improvements. The project is also expected to include signal improvements, new signage, and new pavement markings.

### **PV140 13th Ave NE (Sibley St NE to 4th St NE)**

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

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

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

### **PV142 Downtown East Paving**

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

### **PV143 North Industrial**

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

### **PV146 9th St SE (6th Ave SE to 9th Ave SE)**

Reconstruction of existing roadway.

### **PV147 Girard Ave S (Lake St to Lagoon Ave)**

Reconstruction of existing roadway.

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

Reconstruction of existing roadway.

### **PV152 Plymouth Ave (Washburn Ave N to Penn Ave N)**

Reconstruction of existing roadway.

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

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

### **PV154 Franklin Ave W (Henn Ave S to Lyndale Ave S)**

Reconstruction of existing roadway.



## 2020 - 2024 Capital Program Descriptions

### **PV156 Johnson St NE (18th Ave NE to Lowry Ave NE)**

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

### **PV158 Hennepin Ave (Lake St W to Douglas Ave)**

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

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

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

### **PV160 1st Ave S (Franklin Ave to Grant St)**

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

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

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

### **PV99R Reimbursable Paving Projects**

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

### **SWK01 Defective Hazardous Sidewalks**

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

### **SWK02 Sidewalk Gaps**

Construction of sidewalks where gaps in the sidewalk system exist.

### **BR101 Major Bridge Repair and Rehabilitation**

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

### **BR106 1st Ave S over HCRRA**

Reconstruction of the existing bridge over the Midtown Greenway.

### **BR111 10th Ave Bridge**

Rehabilitation of the 10th Avenue SE Bridge over the Mississippi River and West River Parkway.

### **BR117 1st St N Bridge over Bassetts Creek**

Reconstruction of a structurally deficient bridge.

### **BR127 Nicollet Ave over Minnehaha Creek**

Bridge Rehabilitation.

### **BR133 Cedar Lake Road Bridges over Bassett Cr & RR**

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





## 2020 - 2024 Capital Program Descriptions

### **BR134 Bridge 9 Program**

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

### **TR008 Parkway Street Light Replacement**

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

### **TR010 Traffic Management Systems**

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

### **TR011 City Street Light Renovation**

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

### **TR021 Traffic Signals**

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

### **TR022 Traffic Safety Improvements**

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

### **TR024 Pedestrian Street Lighting Corridors**

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

### **TR025 Sign Replacement Program**

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

### **TR99R Reimbursable Transportation Projects**

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

### **BIK28 Protected Bikeways Program**

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

### **BP001 Safe Routes to School Program**

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

### **BP003 Midtown Greenway Trail Mill & Overlay**

Phase I renovation of the Midtown Greenway.

### **BP004 Pedestrian Safety Program**

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

### **BP005 Queen Ave N Bike Boulevard**

Creation of a bicycle boulevard on Queen Ave N.



## 2020 - 2024 Capital Program Descriptions

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

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

### **SA001 Sanitary Tunnel & Sewer Rehab Program**

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

### **SA036 Infiltration & Inflow Removal Program**

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

### **SA99R Reimbursable Sanitary Sewer Projects**

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

### **SAPVR Storm Sewer Paving Project Program**

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

### **SW004 Implementation of US EPA Storm Water Regs**

This project provides solutions for stormwater pollution mitigation measures.

### **SW005 Combined Sewer Overflow Improvements**

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

### **SW011 Storm Drains and Tunnels Rehab Program**

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

### **SW032 I-35W Storm Tunnel**

Construction of a parrallel storm tunnel or expansion of the existing tunnel.

### **SW039 Flood Mitigation - Stormwater Alternatives**

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

### **SW040 Central City Parallel Storm Tunnel**

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

### **SW99R Reimbursable Sewer & Storm Drain Projects**

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

### **SWPVR Storm Sewer Paving Project Program**

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

### **WTR12 Water Distribution Improvements**

Maintain and sustain existing water distribution system infrastructure citywide.



## 2020 - 2024 Capital Program Descriptions

### **WTR18 Water Distribution Facility**

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

### **WTR23 Treatment Infrastructure Improvements**

Maintain viability of existing water infrastructure through regular upgrades.

### **WTR27 Advanced Metering Infrastructure**

Implementation of advanced metering infrastructure.

### **WTR29 Columbia Heights Campus Upgrades**

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

### **WTR31 Electrical Service Rehabilitation**

Rehabilitation of the electrical equipment at the Fridley Campus.

### **WTR32 Softening Plant Chemical System Improvements**

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

### **WTR33 3rd Ave Bridge Water Main**

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

### **WTR34 Fridley Facilities and Campus Improvements**

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

### **WTR35 Renewable Energy at Water Treatment Campuses**

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

### **WTR9R Reimbursable Water Main Projects**

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

## **PUBLIC GROUNDS & FACILITIES**

---

### **FIR11 New Fire Station No. 11**

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

### **FIR12 New Fire Station No. 1**

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

### **FIR14 New Fire Station No. 19**

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



## 2020 - 2024 Capital Program Descriptions

### **MPD04 New 1st Police Precinct**

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

### **PSD15 Traffic Maintenance Facility Improvement**

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

### **PSD16 Farmer's Market Improvements**

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

### **PSD18 Regulatory Services Facility**

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

### **PSD19 Impound Lot Facility**

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

### **PSD20 City Hall & New Public Service Center**

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

### **RAD01 Public Safety Radio System Replacement**

Replace hardware and update infrastructure of the ARMER interoperable radio system.

## **MISCELLANEOUS PROJECTS**

---

### **ART01 Art in Public Places**

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

# 2019 CLIC Capital Guidelines

CITY GOALS

PROPOSAL EVALUATION CRITERIA

CLIC RATING FORM

# CITY GOALS

The City of Minneapolis Goals and policies of the City of Minneapolis' Comprehensive Plan will be used by the Capital Long-Range Improvement Committee (CLIC) in evaluating capital requests and developing recommendations for the City's 2020-2024 Capital Improvement Program (CIP). *The city goals were developed and approved by the Minneapolis City Council on February 14, 2019 and are listed below.*

## **Vision:**

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

## **Mission:**

Our City government takes strategic action to address climate change, dismantle institutional injustice and close disparities in health, housing, public safety and economic opportunities. In partnership with residents, City leaders help to ensure all communities thrive in a safe and healthy city.

## **Values:**

- **Equity:** City government works side-by-side with community members to engage all voices, creatively problem solve, and build trust, particularly with those who have been most impacted by inequities. This helps to ensure that opportunities are accessible to everyone.
- **Safety:** People have a strong sense of security and can live peacefully in safe neighborhoods, knowing that City government is accountable for responsive and proactive public safety services.
- **Excellence:** To achieve the best outcomes and the highest quality service, we are forward-thinking and exhibit competence, professionalism, and integrity, and strive for personal growth.
- **Welcoming:** All individuals are welcome, regardless of race, ethnicity or place of origin, gender identity or religious affiliation. This enhances Minneapolis' cultural fabric, economic growth, global competitiveness and overall prosperity for current and future generations.
- **Stewardship:** We serve as trusted stewards of financial, environmental, social, and physical resources, recognizing that resources are for the common good today and tomorrow. We seek solutions that reflect our long-term commitment to end suffering in our city.
- **Transparency:** People can trust City government and hold them accountable for making and communicating decisions grounded in accurate information and integrity. We build credibility by accepting feedback, owning our actions, and providing reliable follow-through.
- **Health:** To achieve physical, emotional and mental health, we all work to ensure equitable access to healthy food, recreational opportunities, natural amenities, positive youth development, and walkable neighborhoods.

### **Goals:**

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

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

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

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

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

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

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

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

### **Operational Goals:**

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

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

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

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

### **2019 Priorities:**

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

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

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

## **City of Minneapolis' Comprehensive Plan**

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

[http://wcms.ci.minneapolis.mn.us/CofM/cped/planning/cped\\_comp\\_plan\\_update\\_draft\\_plan](http://wcms.ci.minneapolis.mn.us/CofM/cped/planning/cped_comp_plan_update_draft_plan)



# PROPOSAL EVALUATION CRITERIA

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

The Evaluation System has three sections as follows:

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

## I. PROJECT PRIORITY

**Project Priority** provides preferential evaluation based on the following attributes:

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

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

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

Point Range 51 - 65

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

Point Range 41 - 50

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

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

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

**In Adopted Five-Year Plan**

Is the project currently funded in the adopted 2019-2023 Capital Improvement Program?

Point Allocation -

- Identified for funding as a 2020 project ..... 35
- Identified for funding as a 2021-2023 project ..... 25
- New proposal for 2024 funding ..... 15
- New proposal for 2020-2023, not in the current Five-Year Plan .. 0

**II. CONTRIBUTION TO CITY GOALS**

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

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

- achieve City goals and support the policies of the City of Minneapolis’ Comprehensive Plan
- ensure maintenance of City infrastructure systems and equitable delivery of services
- encourage coordinated planning efforts with project partners and the community

Point ranges for meeting the above objectives will be as follows:

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

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

implications should also be discussed at the CLIC Presentations. Points for this category will range from minus 30 to plus 30.

### III. QUALITATIVE CRITERIA

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# CLIC RATING FORM

<b>Project ID Number</b>		
	Points	
<b>Project Priority:</b>	Possible	
<b>Level of Need</b>		
Critical	51-65	
Significant	41-50	
Important	26-40	
Desirable	0-25	
<b>In Adopted Five-Year Plan</b>		
2020	35	
2021-2023	25	
New for 2024	15	
New for 2020-2023	0	
<b>Sub-Total Project Priority</b>	Max 100 pts	
<b>Contribution to City Goals:</b>		
Strong Contribution	46 – 70	
Moderate Contribution	16 – 45	
Little or No Contribution	0 – 15	
<b>Operating Cost Implications:</b>	-30 to +30	
<b>Sub-Total Goals, Development &amp; Operating Costs</b>	Max 100 pts	
<b>Qualitative Criteria:</b>		
Environmental Sustainability	0 – 25	
Collaboration & Leveraging	0 – 25	
Public Benefit	0 – 10	
Capital Cost & Customer Service Delivery	0 – 10	
Neighborhood Livability & Community Life	0 – 10	
Effect on Tax Base & Job Creation	0 – 10	
Technological & Cultural Implications	0 – 10	
<b>Sub-Total Qualitative Criteria</b>	Max 100 pts	
<b>Total CLIC Rating Points</b>	300 Possible	

**2019 CLIC Schedule  
For the 2020 - 2024 Capital Budget Process**

<b>Working Group</b>	<b>Subject</b>	<b>Agenda/Topic(s) of Discussion</b>	<b>Date / Time</b>	<b>Location</b>
CLIC New Members & Staff CLIC Executive Committee	1st CLIC Mtg	Oaths/Affirmation of Office/Ethics/New Member Introductions Discuss CLIC Schedule, Procedures, Process for 2020- 2024 Capital Program Discuss 2019 CLIC Capital Guidelines Review Process Discuss Net Debt Bond funding Discuss Election of Officers and process for establishing Executive Committee	Tuesday April 9th 12:30 pm to 2:00 p.m.	319 City Hall
<b>Capital Budget Preparers</b>				
<b>Capital Budget System closed for data entry at Noon</b>				
CLIC Main Body & Staff	2nd CLIC Mtg	Mayor, W&M Chair, and Council President discuss capital priorities and CLIC's role CLIC members gain access to 2020 - 2024 proposals & Presentation Schedule Nominations and Election of Officers for Executive Committee Homework Assignment - Read proposals prior to presentations Discuss Final CLIC Rating Guidelines and ratings process	Tuesday April 16th Noon to 1:30 p.m.	319 City Hall
CLIC Main Body & Staff	3rd CLIC Mtg	First All Day Presentation Session	Saturday April 27th 8:00 a.m. - 4:30 p.m.	Currie Maintenance Facility 1200 Currie Ave N
CLIC Main Body & Staff	4th CLIC Mtg	Second All Day Presentation Session	Friday May 3rd 8:00 a.m. - 4:30 p.m.	Park Board Headquarters 2117 West River Rd N
CLIC Members & Staff (Optional meeting for CLIC members)	Public Input Q&A	CLIC - Public Input Session #1	Wednesday May 8th 6:30 p.m. - 8:00 p.m.	Northside UROC Center 2001 Plymouth Ave N-Rm 107
CLIC Task Force Members & Staff	5th CLIC Mtg	Task Forces work on individual and group comments	Tuesday May 14th Noon to 1:30 p.m.	241 City Hall - HD 333 City Hall - T
CLIC Members & Staff (Optional meeting for CLIC members)	Public Input Q&A	CLIC - Public Input Session #2	Wednesday May 15th 6:30 p.m. - 8:00 p.m.	Southside Phillips Com Ctr 2323 11th Ave S-South Mtg Rm
CLIC Executive Committee & Executive Secretary (Optional for other CLIC members)	Joint Public Hearing	CLIC & Planning Commission - Joint Public Hearing on 2020 - 2024 Capital Plan	Thursday May 16th 6:00 p.m. Time Certain	319 City Hall
CLIC Task Force Members No staff present due to GFOA Conf.	6th CLIC Mtg	Task Forces work on individual and group comments	Tuesday May 21st Noon to 1:30 p.m.	319 City Hall - HD 333 City Hall - T

**2019 CLIC Schedule  
For the 2020 - 2024 Capital Budget Process**

Working Group	Subject	Agenda/Topic(s) of Discussion	Date / Time	Location
<b>All CLIC Members</b>	<b>Submit Ratings</b>	<b>CLIC member Ratings submitted to Executive Secretary</b> (Early submissions appreciated)	<b>Thursday May 23rd - Noon</b>	<b>E-mail - Spreadsheet</b>
<b>CLIC Task Force Chairs</b>	<b>Draft Comments</b>	<b>1st draft of Comments submitted to Executive Secretary</b>	<b>Thursday May 23rd - 4:30 p.m.</b>	<b>E-mail - Word Document</b>
<b>CLIC Main Body &amp; Staff</b>	<b>7th CLIC Mtg</b> Ratings Done	Main body reviews ratings and reviews draft comments together	Tuesday May 28th Noon - 1:30 p.m.	319 City Hall
<b>CLIC Task Force Chairs</b>	<b>Draft Comments</b>	<b>2nd draft of Comments submitted to Executive Secretary</b>	<b>Friday May 31st - Noon</b>	<b>E-mail - Word Document</b>
<b>CLIC Main Body &amp; Staff</b>	<b>8th CLIC Mtg</b>	Main body reviews and approves all comments - including any final changes Receive preliminary NDB, Sewer and Water programming prioritized by ratings	Tuesday June 4th Noon to 2:00 p.m.	319 City Hall
<b>CLIC Task Force Chairs</b>	<b>Submit Comments</b>	<b>Final Comments provided to Executive Secretary</b>	<b>Friday June 7th - Noon</b>	<b>E-mail</b>
<b>CLIC Main Body &amp; Staff</b>	<b>9th CLIC Mtg</b> Comments Done	Final Comments provided to CLIC members & approved Work on NDB Recommendation.	Tuesday June 11th Noon - 2:00 p.m.	319 City Hall
<b>CLIC Main Body &amp; Staff</b>	<b>10th CLIC Mtg</b>	Finalize CLIC Recommendation for NDB Review Sewer & Water Proposals from Public Works	Tuesday June 18th Noon - 1:30 p.m.	319 City Hall
<b>CLIC Main Body &amp; Executive Secretary</b>	<b>11th CLIC Mtg</b>	Finalize Sewer & Water Recommendations for CLIC Report Finalize any other details for the CLIC Report	Tuesday June 25th Noon - 2:00 p.m.	319 City Hall
<b>Executive Secretary</b>		<b>CLIC Report Completed &amp; Distributed</b>	<b>Wednesday July 3rd</b>	
<b>CLIC Executive Committee &amp; Executive Secretary</b>	<b>CLIC Executives - Pre-Meeting</b>	Discuss presentation strategy - review CLIC Report sections to be used in discussion with Mayor	Monday July 8th 2:00 - 3:00 p.m.	325M - St. Anthony Conf Rm
<b>CLIC Executive Committee &amp; Executive Secretary</b>	<b>Meeting with Mayor Frey</b>	<b>Executive Committee presents 2020 - 2024 CLIC Recommendation to Mayor Frey</b>	3:00 - 4:00 p.m.	Mayor's Conf Rm
<b>Executive Secretary</b>	<b>Council Overview on Capital &amp; Debt</b>	Capital & Debt Overview presentation to City Council	To be determined	Council Chambers

## Give your feedback on infrastructure priorities

Proposals to build and renovate streets, buildings, bridges, park facilities and other parts of Minneapolis' infrastructure over the next five years are collected and prioritized every year. The committee that does this work wants to hear from you about what your priorities are, and you can share your thoughts at one of two upcoming input sessions.

The input sessions are opportunities for you to get questions answered by the Capital Long-Range Improvement Committee (CLIC) members and City staff. Previous meetings with the public have helped generate new ideas about improvements that had never been proposed before, such as adding sidewalks where they hadn't existed in the public system.

### Public input sessions

Northside – Session #1

6:30-8:00 p.m. Wednesday, May 8th

Urban Research and Outreach-Engagement Center (UROC)

2001 Plymouth Ave N - Room 107

Southside – Session #2

6:30-8:00 p.m. Wednesday, May 15th

Phillips Community Center

2323 11<sup>th</sup> Ave S - South Meeting Room

### Joint Public Hearing – CLIC/Planning Commission Committee of the Whole

People can also speak in favor of or against proposed projects or suggest other ideas by attending the official joint public hearing at 6 p.m. Thursday, May 16, City Hall, Room 319.

The CLIC committee reviews capital budget requests submitted by City departments and independent City boards and makes recommendations to the mayor and City Council on how those projects should be prioritized and which ones should be funded in the annual CLIC report.

Projects considered for the next CLIC report are now available for review on the City's web at the tab for 2020-2024 Capital Budget Requests at the hyperlink below:

<http://www.minneapolismn.gov/finance/reports/WCMS1Q-068780>



**City Planning Commission and Capital Long-Range Improvement Committee**  
**Joint Public Hearing Meeting Summary**  
**May 16, 2019**  
**City Hall Room 333**

CLIC Members Present: Jeffrey Strand, Katie Jones, Ray Schoch, Dan Miller, Willie Bridges, John Bernstein, Cecil Smith

CPC Members Present: Sam Rockwell, Alissa Luepke Pier, Alyssa Olson, Matthew Brown, Amy Sweasy

City Staff Present: Wes Durham, Paul Mogush, Nathan Koster, Mike Abeln

Handouts submitted prior to hearing: Lisa Bauch letter, West Calhoun Neighborhood Council letter

Handouts submitted at hearing: Northside Greenway Now letter, Great Northern Greenway Task Force letter, Audua Pugh letter, City of Minneapolis North Minneapolis Greenway project flyer

---

**MEETING INTRODUCTION**

Wes Durham: *Introduces purposes of meeting*

Jeffrey Strand: *Notes CLIC members present, gives overview of CLIC process and proposals for current year. Highlights staff produced graphic relating relevance of budgeting process to City equity efforts*

Willie Bridges: *Gives overview of how CLIC reviews project importance and makes recommendations*

John Bernstein: *Overview of projects that fall under review of Transportation Taskforce and purpose of taskforces. Notes committee does not originate projects*

Cecil Smith: *Overview of projects that fall under review of Human Development Taskforce.*

Jeffrey Strand: *Notes two additional meetings at UROC and Phillips Community Center, sidewalk gap program previously originated from similar public input. Notes letter to enter into record from neighborhood organization*

Mike Abeln: *Describes role and introduces additional CLIC members present*

Jeffrey Strand: *Describes relationship of IAP2 scale of public participation as relates to CLIC*

Alissa Luepke Pier: *Invites attendees to speak as part of public hearing*

---

**PUBLIC HEARING**

**Speaker 1:** Alexis Pennie

**Relevant Projects:** Northside Greenway

**Handouts:** Northside Greenway Now letter, Great Northern Greenway Task Force letter, Audua Pugh letter, City of Minneapolis North Minneapolis Greenway project flyer

*Notes handouts and provision of testimony in writing as included at end of this summary. Two letters of support, one from Great Northern Greenway Taskforce, one from Irving Ave resident and chair of Jordan Area Community Council.*

I'm representing Northside Greenway Now as a co-chair, we've been working since 2012 to engage residents around active transportation in north Minneapolis and have been successful in getting support for greenways, new green space, trails, other facilities serving bicyclists, pedestrians, other stakeholders. I'm requesting the 2019 CLIC report to include a recommendation to include the Northside Greenway in 2021-2025 capital budget requests. I know greenways are being studied as to how to include them in the transportation action plan. Right now, they fall under the all ages and abilities network which includes protected bikeways, trails, bike boulevards and greenways. As Public Works is developing that ten-year transportation action plan, that's a perfect time to have folks that live on the route and support the project come before you to let you know we're really interested in seeing this request move forward that the 2019 CLIC report include a recommendation that the Northside Greenway be considered for inclusion in next year's 2021-2025 Capital Budget Requests.

People of North Minneapolis has been underserved for a very long time. It's important to work with them towards safer street designs promoting walking and safer street access. The North Minneapolis Greenway Demonstration Evaluation Report noted neighbors reported improvements regarding noise, social interaction, safety during the day and for children, 87% of survey respondents reported conditions for kids improved. The City should fund the Northside Greenway as a safe transportation alternative and because the support is there, and we need more equitable accessible connections to our regional trail system, our schools, our neighborhoods and our parks. I would like to add multiple neighbors at 34<sup>th</sup> and Irving support the Greenway but were unable to attend.

**Speaker 2:** Staci Owens

**Relevant Projects:** Northside Greenway

I'm a 19-year resident and teacher for Minneapolis Public Schools would like to talk about benefits of the Northside Greenway for north side residents and the city at large. I saw in a recent news report city has a goal to reach carbon neutrality by 2050. More green space would help that goal. There are numerous benefits to urban greenspaces, they promote physical activity, produce oxygen, remove air pollutants, and a World Health Organization study indicates green spaces within urban areas improves mental health as well, physical activity within natural environment can remedy mild depression and reduce physiological stress indicators, something that northsiders need. As a north side resident I see the benefit of these spaces but also a serious lack of them in my own neighborhood. Looking at a map of the city, there are many more of these spaces on the south side than on the north.

On the proposed Northside Greenway route, I was able to experience some of these benefits, my neighborhood was quieter, more enjoyable, I heard birds chirping and kids playing, saw people walking their dogs, had more opportunities to engage with neighbors. I was able to talk to neighborhood kids playing and help them with planters. Having the possibility of a greenspace on my block made us more motivated to improve the curb appeal of our own home by installing and tending more gardens in our own yard, which is beneficial to the overall livability of the community.

Was the greenway inconvenient? Absolutely, we're a three-car family with busy teenagers but we felt and still feel very strongly the benefits outweigh inconveniences, and I encourage you to put it in future budget planning, we need this and deserve it.

**Speaker 3:** Kendrick Hall

**Relevant Projects:** Northside Greenway

We believe that we should have the greenway in the capital budget for 2021-2025. I'm an avid biker and not being able to have safe roads is huge because I've been cut off and almost hit by cars and would

likely, thank god for athleticism, my brains would be split in the road because of that. Not just for myself but for a lot of the youth that need to utilize that space to be able to get safely to home. It connects parks, schools, and community.

When I was growing up in north Minneapolis the City used to pay people in the summer to supervise the park. They would take us on bike rides, show us the Theo Wirth trail, the greenway trail, as we grew up we were able to utilize those things, but the kids don't have something like that in north Minneapolis, we have to go outside of north Minneapolis to have safe travel. Yes, we are definitely underserved, we have no free space to go to pertaining to physical health.

I've seen it outside of north Minneapolis because I went to high school in south Minneapolis and I went to Gustavus. Knowing that when they have positive outlets to go to, crime and violence go down by 30%, that's basically known from years back from when we've done the Broadway Walk. More positive outlets would eliminate crime and violence in the community and we need that in north Minneapolis, so I support the greenway would love to see it in the budget for 2021-2025.

**Speaker 4:** Jim Brennan

**Relevant Projects:** PV132, PV160, BR106

I'm interested in this because for ten years I commuted from Longfellow to Downtown Loring Park. I used either Nicollet, Blaisedell, or 1<sup>st</sup> Ave and appreciated when the bike lane was painted on 1<sup>st</sup>. It's obviously a first step, on one side you have fast traffic traveling on 1<sup>st</sup> Avenue, on the other side you have car doors. I'm hoping with the reconstruction the road could be rethought to accommodate the needs of pedestrians, bicyclists, and cars. I'm in favor of 1<sup>st</sup> Ave being reconstructed as soon as possible.

**Speaker 5:** Jim Skoog

**Relevant Projects:** Northside Greenway

I live at Humboldt Ave N and my son lives at Thomas Ave N. Both of his are parents in the Camden Community of North Minneapolis and have lived there since 2009. I'm here to talk about my experience of living in the neighborhood and struggling with connectivity and having a safe place especially to ride a bike with a burley. If you know about north Minneapolis, we're not known for having the best drivers, but we're also known for having the highest density of transit ridership and of people without drivers licenses per capita. A lot of people are getting around on foot, scooters, on bikes, but it's not safe. Lyndale to Penn, the central core of north Minneapolis is missing safe ways to get around. You heard Alexis and others talk about health disparities. When people live within a half mile of green space and have easier access to biking and walking they're more likely to do that. That's something that's good for our neighborhood to address health disparities.

What I want to talk about is just how important it is to be able to pick up my son on a bike in a burley ride down 37<sup>th</sup> Ave. 37<sup>th</sup> between Penn and Knox, it's a full greenway, and that's what inspired me to get involved in this project. When I saw 37<sup>th</sup> Ave converted from a low volume street into a full greenway it was amazing, you saw kids out there playing in a safe way without worrying about getting hit by cars, people walking dogs, so many people get out of their house and walk around. When you have a walkable community, you have a safer community, a healthier community.

I want to encourage this committee to support funding the Northside Greenway. We've door-knocked the entire neighborhood, we've had cultural competence outreach tactics where we're funding trusted advocates from certain areas. If you want to look into all the different engagement tactics that have

been used the health department has that information. We've done the scoping, the outreach, the engagement, we have blocks that are ready to have this built.

It's overwhelming to see Plymouth to 42<sup>nd</sup>, that's a lot of money, might be 10 million dollars, but break it down, build it for one or two blocks. We have blocks where there's 80% support, and could get to 100% if we started scoping this project in a serious way. Right now, people are uncertain, is this something that's going to be supported? I think we have the data to show that there are 1 or 2 blocks stretches that could be a model for the city as far as how we build this. If you look at the map, it connects wonderful amenities in north Minneapolis, Webber park and the Webber pool, Folwell Park, Jordan Park, a number of schools. If you live between Lyndale and Penn good luck getting there in a safe way because people drive crazy and it's all streets, there's nothing there to have a nice safe car free way to get around.

I encourage you to think about your own experience as a walker, a biker, do you feel safe being mixed with traffic especially if you have kids? What's the future of Minneapolis going to look like in five or ten years, we're moving away from private vehicle ownership and seeing more micro mobility, a future where ride sharing scooters car sharing, where having a parking spot right in front of your house isn't a necessity. I think that's what we're moving to.

I think CLIC's job is to think of the future, where should we be putting our money, if you want to bet on roads for cars, you can do that, or if you want to bet on a future where we're walking, car sharing, riding around on hoverboards, come to north Minneapolis right now and you will see that. There are plenty of kids on hoverboards, scooters, skate boards, etc. but they don't have a place to do it safely on a consistent basis. That's what the Northside Greenway is, it's about safety, connectivity and healthy communities for all.

**Speaker 6:** Georgianna Yantos

**Relevant Projects:** Northside Greenway

About 15 years ago or so I worked with the PW and Don Pflaum and we built the 26<sup>th</sup> Ave N Greenway from Theo to the river. It would be ideal following up on what Jim just said if the Northside Greenway would come down on Humboldt and Irving and connect to 26<sup>th</sup> Ave N, it would take all the riders from a north-south to an east-west trail over to the river, and as part of the other hat I wear, to the Great Northern Greenway project which goes from Theo Parkway to the river and over to 18<sup>th</sup> Ave NE so eventually when we can get over the river we'll be able to come all the way from upper Camden down north over to northeast.

You have a letter in here of support from the Great Northern Greenway. Originally, I was a part of the Northside Greenway Now demo project when Blue Cross Blue Shield funded it. I wish you would consider adding this amenity to the north side as we have been shorted as other projects have been put there. Wearing my Bicycle Advisory Committee hat, I am aware of the status of bicycle projects on the north side since I'm a northsider. Please consider funding this project, and I appreciate your time.

**Speaker 7:** E. Williams

**Relevant Projects:** Northside Greenway

I think education and awareness is how you cut down on crime. And I think that's at the core of what a lot of people want for this world. They want to feel like they can go out in the community and feel safe. Being somebody with a pretty shady background, becoming a cyclist caused me to connect with people,

not only police but just everyday people, caused me to think about how my behavior affects other people.

In giving other kids an opportunity to do that, you cut down on that, whether you're talking about gentrification or educating the youth, it's a win win for north Minneapolis to have this process where you're upgrading the community and the neighborhood. I think it's important to consider what works vs what doesn't. You can put your money into a lot of things, but if you put your money into something that's going to educate the youth and cause community clean-up programs, cause somebody's going to have clean up trash cause there's going to be trash on the greenway, it works.

**Speaker 8:** Jessie Lorenz

**Relevant Projects:** BIK28, BR106, PV132, PV160

I drive, I walk, I bike, I take public transit all throughout Minneapolis. I want to thank you for supporting BIK 28. This program is very important to my family, my friends, my neighbors who commute downtown by bike from south Minneapolis. I saw the Northside Greenway demo which was fantastic, I support that, I know it's not in the CLIC budget, but I wish it was. I hope that BIK28 will be ranked highly again this year. I'd also like to speak in support of BR106, PV132, PV160. These projects taken together will give the City the opportunity to redesign 1<sup>st</sup> to better protect vulnerable road users and will finally create a protected bikeway connection from south Minneapolis to downtown.

As part of the 2015 protected bikeways master plan, the city had originally stated that it would create a protected corridor between south Minneapolis and downtown by 2020. During last year's CLIC process I saw BR106 was scheduled for 2020, in line with what the city had promised in the Protected Bikeway Master Plan, I see now though that Public Works' current plan pushes that date out to 2023 and that some of the other pavement work that would have to happen on 1<sup>st</sup> Ave S to create this protected bikeway wouldn't be completed until 2024. I've been unable to figure out why protected 1<sup>st</sup> Ave s has been delayed from 2020 till 2023 or 2024. I don't think you have control over this, I'm not under that illusion, but if there was some way for you to encourage Public Works to be more transparent about their timeline and decision making about safe streets for everyone I would appreciate it.

**Speaker 9:** Linda Chapple

**Relevant Projects:** Northside Greenway

I hope I'm at the right place, did I hear bicycles and safety? I'm a current resident of north Minneapolis and have been for over 50 years I currently live in the Lind-Bohanon neighborhood, which is one of seven Camden neighborhoods. I am very much for more bike lanes, greenways, protected lanes, I find it to be a huge benefit for families, the elderly, people who need to exercise, wheelchairs. Where I live there is Hamilton manor and two Common Bond buildings, in the last couple of years I've seen an increase in activity due to bike lanes. When they have new events coming up such as the greenway a few years ago on Irving and Humboldt, I made it a point to ride my bike down there and continue to go around the blocks there because that was my destination, to gather information and to see what would that look like if everyone had a park outside their door.

That's a benefit that I have, I live two blocks from the entrance to the Mississippi regional park and I'm also four blocks from Webber pool. So I'm in a perfect spot, we've got the market, I can walk up to the flag pole, that's perfect for my neighborhood, I own a city parking pass with the parks, I go down to Theo Wirth, something butler, that's fine, but there's nothing in the middle of North Minneapolis that could bring all of these things together, the market, 44<sup>th</sup>, things that are happening that that other little entities are putting north Minneapolis on the map and this could be one more connecting thread.

I live on the corner of 45<sup>th</sup> and Aldrich N and have lived in that house for 30 years so I've seen many changes. I welcome them, at one time I didn't but now I welcome them, you have to get on board with what's good for people that normally wouldn't think they need that. I just had a heart attack. Now more than ever I need to be able to get out and walk and feel safe, and a vast majority of north Minneapolis residents do not have that.

**Speaker 10:** Willie Lumpkins

**Relevant Projects:** Northside Greenway

I'm here as a north side resident and on behalf of the Northside Greenway. If you're not familiar with it, it is a 3.3-mile greenway being proposed in north Minneapolis. As I'm an advocate for all greenways, I look at this as something that could benefit our community as a whole. We have very unique health equity issues in north Minneapolis that I think this could help address. We also have access issues a lot of the city gets to enjoy and we're just now catching up in north Minneapolis. We have twice the obesity, twice the diabetes, twice overall health problems in general in our neighborhoods, and you have a less likelihood of living longer and living a long life living in our area codes in north Minneapolis.

We do have parks in our neighborhoods, and that has been an issue that we have stuff already, but we need more access to more things in our neighborhoods and this is something that I think could benefit in north. We have some postcards here from our neighbors that are also in support of that. This is what we were doing last year, a post card drive showing that our residents also support this, we got just over a thousand here if this means anything to you, we'll be holding on to these because we also want to approach our city council members (Shows large stacks of post cards).

*Public Hearing Closed*

---

## **CITY PLANNING COMMISSION DISCUSSION**

Alissa Luepke Pier: We had previously discussed the repaving of parkways and whether that's included under city of park board programs. I did note PV001 parkway repaving program, will that make a difference for Theo Wirth parkway? There are 2 signs saying rough road right, the extent of the solutions for now all the way from 55 to 26<sup>th</sup> Ave N. I thought Penn and Washburn was happening this summer but in the report not until 2021, did I misunderstand before?

Nathan Koster: *Introduces self*, Starting with Plymouth Ave. We did resurfacing between Lyndale and Penn in 2018 coordinated with a protected bikeway project. We have a standalone reconstruction project between Penn and Washburn Xerxes area happening in 2021, starting community engagement this summer, open house in June. Full reconstruction, timeline lagged because we were trying to coordinate with the blue line project but now we're ahead.

Alissa Luepke Pier: Intent to have it consistent with what happened to the east?

Nathan Koster: Will be guided by community engagement process but likely there will be protected bikeways that will continue, so you'll then have protected bikeways from the western suburbs all the way to northeast Minneapolis across the river.

Alissa Luepke Pier: Are they also planning to add sidewalks? The south side of Plymouth between the bridge and Washburn doesn't have them.

Nathan Koster: Addressing sidewalk gaps has been a key priority for Public Works, over the last couple years we've been adding miles of sidewalks with our capital reconstruction projects. Especially connecting the bridge, the light rail, the park, this will be something we'll look at closely.

Alissa Luepke Pier: a few years ago, a gentleman came in to talk about ADA accessible curb cuts at corners and how at the rate we're going it would take 88 years to get them all done. Is that something that's been accelerated?

Nathan Koster: Right now, the city is updating our ADA transition plan, not done quite in time for CIP, but it will have information guiding public infrastructure, buildings and right of way, that will be integrated into next year's CIP.

Alissa Luepke Pier: Next year we'll know the time frame, is that a goal to have all sidewalks accessible to a person with mobility issues by a certain point?

Nathan Koster: By federal law yes, the ADA transition plan will define timeline and funding broad-scale, that's still draft, will inform CIP, meet city goals, and answer questions the public is asking. Regarding parkways, maintenance of parkways falls 100% on Public Works works through an agreement, potholes, resurfacing, etc. Construction and ADA are responsibility of the Park Board. We're coordinating our upcoming parkway paving with them. East Calhoun Parkway was the 2019 project, Theo is priority for 2020. We're showing candidates for upcoming years, because we know it's been a challenging winter, we want to double check in the field, but likely that Theo from Plymouth to 29<sup>th</sup> Ave will be our priority area for 2020.

Alissa Luepke Pier Will it also go from Plymouth down to 55? With the increased traffic brought about by the trailhead, between Plymouth and 55 it's very dangerous, people are driving in the middle of the road to avoid potholes and almost running into each other in head on collisions.

Nathan Koster: We have to catch up with the winter, how all the streets wore, sometimes our data can't keep up with some of the conditions we have. We'll be going out in May/June to nail that down. What makes this really challenging is we built a street through a bog.

Alissa Luepke Pier: That's the part north of the chalet that floods all the time

Nathan Koster: That will be an ongoing maintenance issue as long as the street goes through there.

Jeffrey Strand: Residents at the meetings at both UROC and PHILLIPS community center spoke about the condition of Theo Wirth parkway.

Sam Rockwell: We have these general funds for protected bikeways and then individual streets with protected bikeways planned for them. 1<sup>st</sup> Avenue South somebody brought up tonight. Does some of the money from the protected bikeway fund then go into that 1<sup>st</sup> Ave S project? Or does the protected bikeway fund get paid out of the 1<sup>st</sup> Ave S line item?

Nathan Koster: When you have a reconstruction project, it pays for everything, for subgrade utilities, sidewalks, street pavement, lighting, signals, curb and gutter, etc. We're not mixing project and program money within a year.

Sam Rockwell: The protected bikeway line item is for putting out bollards, stand-alone projects.

Nathan Koster: In a street, looking at our plans and policies, community engagement, we do the same assessments for residents, whatever comes out of the community engagement process, that's what's

funded by the street paving project. There could be parking or not, protected bikeways, etc. It's the engagement and what our plans and policies dictate the street should have.

Sam Rockwell: Although we have the listed values as a line item, we're probably spending more than that on protected bikeways because we're putting them on streets, and the same would go for ADA curb cuts, when we have a larger project.

Nathan Koster: Yes, but to break those total costs out of the total project budget in a lot of cases for projects that aren't even in planning phases yet, is difficult to do. When we do a bigger themes presentation to CLIC to share background of how we're picking projects, we call out miles of bikeways, sidewalks, but to say within a 20-million-dollar project a bikeway costs X is very challenging to do because those are rolled up in line items with all concrete, etc.

Alissa Luepke Pier: But this item for protected bikeways is not part of street reconstructions.

Nathan Koster: It could be striping and delineators, off street trails, upgrading from striping and delineators to concrete. They handle stand-alone projects, so we can make improvements faster. Protect bikeways plan said 30 miles by 2020, we're at 33 in 2019 and by 2024 we're projected to have 45 and well on our way to 50.

Sam Rockwell: Same question of breakouts on both bus rapid transit and storm water projects, understanding what's part of a project and what's not.

Nathan Koster: We have a number of these throughout the city where BRT projects are overlapping. They bring typically FTA money through regional solicitation which complements our project. An example is Lake Street this summer, they brought in FTA money and worked with us to get that included in our contractor's work but it's a separate pot of money to fund those BRT shelters. That isn't a city standard line item that they're paying for those shelters, they're coordinating and that will be the same for Hennepin Downtown, Hennepin from Lake to Douglas and other corridors with Hennepin County as well. Those are two different pots of money and it's challenging on the backend with finance and procurement to make that happen.

Sam Rockwell: Because we heard the majority of people tonight talk about the Northside Greenway, is that something Public Works is looking at?

Nathan Koster: Yes, and I think Alexis hit the nail on the head with the transportation action plan and identifying priorities, it's going to reset the dial of how we're looking at our transportation system. Access Minneapolis is quite old, we're trying to catch up with Minneapolis 2040 and how we set the stage for our priorities. We've got another cycle of applications for federal funding next year, so setting these broad visions and priorities is good timing if we want to make those more transformative in the immediate timeline, to look at what federal funding we have for next year and this seemingly looks like a good candidate.

Alissa Luepke Pier: When it says protected bikeway, it doesn't necessarily allocate it to the south Minneapolis project the one gentleman mentioned, it could be allocated to north?

Nathan Koster: When we have federal projects there are a couple of ways we can find matching, we've gotten federal money for safe routes projects and matched out of our safe routes fund, we've gotten federal money for pedestrian safety we've matched out of our pedestrian safety fund, we'd have to look at that specifically, what our goals are for protected bikeways and does that fit, would we use our protected bikeway fund as a local match for federal dollars, it's too early to tell where that would fall and what capacity we have with our bonds for that project.



Willie Bridges: How do you explain the people concerned about the north side who have been underserved for years, how do you bring that forward like the people have been talking about tonight? I hear what you're saying about some of the other areas, but that area has been underserved for many years and that's what the community was talking about tonight. When you give it to us next year we hope that we see that, forwards rather than backwards.

Alissa Luepke Pier: My observation of different protected bikeways around the city I've driven next to, the ones on Plymouth Ave seem nice with boulevards, the ones on 26<sup>th</sup> Ave are underwhelming, a strip of asphalt next to a strip of sidewalk, under what the community vision would be, that started out as a community driven thing through Jordan and expanded, it's nice that we have a connecting route, but it's a physical embodiment of 'of course that would be what we get here.' For the future when we're doing bike paths, can we make an effort to make them visually appealing and aesthetically a value add to the community? I used to live a block off of it, I was so excited even though I ended up moving to a different area of north, but when I saw it I said this is it? All that money and we got a blank thing of asphalt next to a sidewalk. It felt so undervalued as an area, I couldn't see anyone in south having to have that, and that's my perception as a northsider, but it seems so budget, economy level, it got the job done but in the future, I would look at it as a long-term addition to our infrastructure, could we put a little more in up front to make it a value add to a community instead of a strip of asphalt. It's very underwhelming and a missed opportunity, the city had a bunch of parcels where you could have jogged the street to have a wider boulevard and more plantings, instead they sold off all these tax forfeited properties, it was short sighted. I understand there wasn't a lot of room, but for being this big thing that got talked about it was so ugly. What are the odds of getting more funding for attractive things?

Sam Rockwell: We are here in this hearing every year because we have location and design review as part of our charter duties, and for a long time we've had the design portion of location and design review as a line on a two pager, which I think doesn't allow us to fulfill our obligation under the charter. When 3<sup>rd</sup> Avenue came forward it was a line showing where 3<sup>rd</sup> Avenue was which didn't really show what the design was. It showed the location but not the design. A request I have going forward is that the Planning Commission's location and design review going forward gets some sort of sense of the design. There's a temporal issue where you need our approval to move a project forward. With 3<sup>rd</sup> Ave when location and design review came to us we had a two pager with a line, and there was a 42-page set of drawings online, which was disappointing that we didn't have that in our packet. Us fulfilling the design portion of our charter duty would allow for some of the considerations that you're talking about

Jeffrey Strand: As a fellow north side resident since 1989, speaking personally and not on behalf of CLIC, I feel there are certain infrastructure levels of improvements, especially say the bridge railing and major infrastructure, that seems to be extremely high level in south Minneapolis as opposed to north side, however in terms of the trails and bike paths, maybe the Planning Commission will have an opportunity. I had an opportunity to speak to Mr. Pennie before the meeting where he had some concerns about the level of infrastructure for the Queen Ave bike boulevard BP005, which because of the Penn Ave BRT it will be impossible to have bicycles on that roadway and so perhaps the planning commission can look at those elements. But I can say as a north side resident, if you look at Upper Mississippi, or Shingle Creek Regional Pond, or virtually anything, asphalt paved trail is what we have, and in fact along Osseo road which my neighborhood abuts. Hennepin County just recently put in an asphalt sidewalk like feature on the west side of Brooklyn boulevard and Osseo road, so I don't think the new sidewalk there is concrete at least on the west side. That's between 49<sup>th</sup> and 51<sup>st</sup> where there's a BRT station.

Alissa Luepke Pier: I'm a little biased I'm an architect, I like things to look nice as well as function properly. I just feel underwhelmed, I feel like northsiders deserve nice things too, sometimes we whine

about a lot of things because we have a lot to whine about, we have a lot of disparities. I know sometimes people feel like you got what you asked for but sometimes good enough isn't good enough. I need someone to advocate for us in Public Works planning, there's an inner working to that that we don't get to see.

Jeffrey Strand: Public Works will have the greenway trail mill and overlay, something we heard residents speak to about three to four years ago.

Mike Abeln: What could a higher level of amenity look like in a bike trail, you need a smooth solid surface to ride on but what kind of things in terms of a nice bikeway vs a utilitarian bikeway

Alissa Luepke Pier: When I see improvements in the public right of way that include bikeways in other areas, when they're done there's a boulevard, it's growing and lush and there's a beautiful tree and biking and then separation and there's a pedestrian realm, the property owner, etc. What we have here is some parking lot looking strip of dead stuff, then a strip of asphalt, then there's a strip of sidewalk, it's one big thing that doesn't offer any separation. If I had a child along that sidewalk I would be nervous because somebody on a bike could swerve one foot out of the way or the child could walk into the bike lane. There's no green strip, no curbing, nothing says this is a special amenity, it looks like there's a path, bike on it. It's about how it feels.

Sam Rockwell: A greening

Alissa Luepke Pier: A greening, and talking about surface materials I know you can't do everything fancy. You wanted a bikeway, we spent all this money and we slapped on asphalt. This is it?

Jeffrey Strand: Mary Altman in Art in Public Places brought us this presentation (referencing photos in ART01) Is this the sort of concept, where you have an artistic fence?

Alissa Luepke Pier: There are delineations in the concrete, bike racks, it seems so much more welcoming.

Jeffrey Strand: In the BP Program we have several, 18<sup>th</sup> Ave NE Trail Gap, Queen Ave N, etc.

Alissa Luepke Pier: Just food for thought, maybe it's ugly in other areas too but everyone can appreciate it being put in in an attractive way.

CM Jeremy Schroeder: We have asphalt as well in the south, some of it might be disparity between parks, a lot of our trails go to a park, go through another park, it is beautiful riding. Being thoughtful about not having that being a disparity, do you have a boulevard box with plantings, how do you be thoughtful about what's going to grow there? It's a challenge. I know that Public Works works hard to think about how you can plant a tree, but will it die in 9 years from runoff from salting? It's not a simple thing, and I'm hearing it would be helpful to think about this knowing that's an issue, coming up with some answer that might work in 10 years, 15 years, but to be thoughtful of it right now.

Nathan Koster: Outside of downtown our typical trail treatment is asphalt, that's something we're looking at. In downtown we use a black style of concrete called black ice, typically because activities or different types of vehicles that may be using it for maintenance. That's something we continue to look at with our trail design standards as we look to update our street and sidewalk design with the transportation action plan. In a lot of corridors, as you said there's a sidewalk then a trail, when we work with our pedestrian advisory committee and our advisory committee on people with disabilities, having separate zones eats up a lot of space. On 26<sup>th</sup> we took it down to two narrow lanes trying to get everything in. Ideally, we would have had a boulevard. After it went in there was of talk of whether we should have done shared, could we have had a boulevard, it's really challenging with competing

interests. Going forward having an eye towards asking those questions and seeing what the trade-offs are for all users. We've hired a green infrastructure coordinator at the City. She focuses on how we can integrate, retrofit, or add non-traditional storm water elements instead of using grey infrastructure, pipes and storm sewers, looking at more environmentally friendly green infrastructure and how we can do it in a cost-effective data driven process to further our environmental goals. Those are some of the things we're working on, but I agree Public Works can be a little utilitarian

CM Jeremy Schroeder: Some of this comes in to the neighbors too. Public works suggests these great bike lanes and then neighbors went over on some of it and then some of it had to be gone back. When you start look at what it looks like in real life, it's a give and take and Public Works has been more responsive to the neighborhoods in some spots.

Willie Bridges: One of the things that's happened over the years even when CLIC was first talking about bike lanes over in north side, it was interesting to watch the excitement from people who lived in north side and want it improved. At the beginning there was some reluctance to even having a bike path over in north. I remember the Lowry discussion we were having at CLIC. I'm glad to see the folks out here tonight to talk about what they want their community to look like, and I hope as we go forward, input from the neighborhood, whether it's planting flowers along the bikeway or whatever, would get them to work with the city. I remember that discussion well back in the day, there was some reluctance to have a bike path up in north and I remember one woman who was on our committee said you know what, black folks ride bikes too and want it to look nice. It's their community. And if folks in the community are beginning to take pride, they have, they want people to recognize that this is our community and we want our community and our kids to be safe, we want it to look nice.

Katie Jones: You said that material you use in downtown, black ice, is a concrete type so I'm assuming it's more expensive than asphalt?

Nathan Koster: Typically, yes. In some areas we have to build it a bit deeper if it's next to a sidewalk on a busy street where sometimes heavier vehicles do maintenance. Typically, it is more expensive, which is why we focus that in the downtown area.

Alissa Luepke Pier: If there were some delineations at certain street corners like Emerson Fremont where 26<sup>th</sup> crosses, there's nothing that says it's something special going on there, it looks like an extra wide sidewalk, maybe some sort of raised curbing planter, something that could work with water, green infrastructure, something that offers people that opportunity to take personal investment and pride but also announce there's something special going on here.

Jeffrey Strand: I believe they do Public Art Installations close by and so I'm surprised Georgianna Yantos didn't bring those up.

Alissa Luepke Pier: In Farview

Jeffrey Strand: One element that I've heard from residents for many years is residents came in today and said we would like to see this in the future, it's not in the current 5-year CIP. We don't have straightforward mechanism for residents unless you're going to a council member, going to the mayor, mayors over the years have put in projects that aren't in CLIC. St Paul has a process. CLIC had a comment in prior reports about participatory budgeting. Even if you didn't have a formal participatory budgeting process, if you had some way to early on inform public works so that these authentic resident-driven ideas can be pushed into the process up stream for consideration rather than coming here as may we get this into the next five year which typically would mean the out year. CLIC has had comments in its report about that sort of public participation tool multiple years.

Sam Rockwell: One of the things we're charged with is recognizing capital improvements consistent with the comprehensive plan. The Commission discussing how we do that and what that means is a good suggestion.

Jeffrey Strand: Cecil can speak to the Phillips Community Center and how that was a community driven, resident driven process to provide a swimming facility for BIPOC youth, decrease drowning of youth.

Cecil Smith: There are disparities in drowning rates, as well as the fact that a piece of public infrastructure was going to be filled in with concrete, and now we have two beautiful pools instead of one. There were no net debt bonds for that project, state bonds provided for that infrastructure. But it shouldn't be, it's wonderful infrastructure. It was a stretch to make the argument it is of statewide significance, the reason, argument of statewide significance could be made because of the disparity in drowning.

Nathan Koster: I encourage everyone to continue to submit those big ideas for the transportation action plan, we take those ideas, we took all the transportation related feedback from Minneapolis 2040, so all things considered we've had thousands of transportation ideas, we get feedback from residents, council members, 311, we work with our city advisory committees, there's a lot of feedback we are getting, and it helps shape our future CIPs and priorities.

Mike Abeln: One thing that came out of the public feedback session was the issue of the telephone pole in the middle of the sidewalk, or a light pole, or signs. There needs to be a way to get that stuff out of the public sidewalk, so pedestrians can pass, especially people in wheelchairs and other people who have compromised mobility, blind people.

Nathan Koster: There's the ADA Transition Plan and Public Works is also putting together a budget request for a comprehensive sidewalk and trail inventory, much as we do for streets, we've never done that so those are two immediate things on our docket, they're high priorities for us.

Katie Jones: Doing inventories, figuring out obstructions, width, condition

*Meeting Adjourned*

From: Lisa Bauch [<mailto:lisa@uppercutgym.com>]  
Sent: Thursday, May 16, 2019 12:49 PM  
To: Bernard, Joseph A. <[Joseph.Bernard@minneapolismn.gov](mailto:Joseph.Bernard@minneapolismn.gov)>  
Subject: 1324 Quincy/meeting tonight

Dear Joseph,

I understand there is a meeting tonight regarding work on Quincy Street NE Minneapolis. Would you please read my following letter into the record tonight at the Joint CLIC/Planning Commission public hearing?

I appreciate your time.

Sincerely,  
Lisa Bauch  
Owner, Manager  
Uppercut Gym  
1324 Quincy Street NE  
Minneapolis, MN 55413

To Whom It May Concern:

My name is Lisa Bauch and I am the property owner at 1324 Quincy Street N.E. I am also the owner and operator of Uppercut Boxing Gym, which has been operating at the above-mentioned address for more than 18 years. I purchased the property in 2001 and relocated my business to that location after extensive rehab of the building. My business includes both the boxing gym and a special events center, which both use that space.

While I am pleased that the City is looking to improve the streets in my neighborhood, I am also very concerned about some of the potential negative impact that could occur as a result. Specifically, I have several major concerns:

1) If the City rebuilds both the street and the sidewalk along Quincy St. N.E., I am concerned about being assessed an onerous special assessment that will make it more difficult for my business to operate with enough profit for me to make a living. It seems somewhat unfair to be assessed for both the street and sidewalk simultaneously. This is particularly concerning since the almost half of the proposed \$6 million in funding for this project is coming from special assessments.

2) According to the proposal, the City is considering installing sidewalks where there are currently none. Due to the nature of the businesses in the area, there is already pressure on parking. As currently configured, there is space for head in parking on both sides of the street, which maximizes the number of spaces available. If the City installs sidewalks on one, or both sides of the street, I am concerned that we will lose head in parking because there will no longer be enough width to allow for it. This will make it very difficult, if not impossible, for my customers to park. Additionally, it will create added pressure on the surrounding blocks, particularly on the residential blocks to the west, where there are two churches and parking is already difficult. I urge you to request that Public Works allow for head in parking on both

Statement to the Capital Long-Range Improvement Committee

By Allan Campbell, Chair, West Calhoun Neighborhood Council

May 15, 2019

Between now and 2023, the West Calhoun Neighborhood is likely to undergo more densification than any other city neighborhood. This is because of the planned construction of the West Lake Light Rail Station, which is expected to be the busiest station on the line west of downtown, and the approved construction of four apartment buildings with at least 744 new dwelling units near the station. Thousands of rail users and new residents can be expected to drastically increase pedestrian traffic along the north side of Excelsior Boulevard between Market Plaza and West 32<sup>nd</sup> Street.

Staff from the City Public Works Department have visited this approximately 1150' stretch of sidewalk and confirmed that it is not ADA accessible due to its narrow width and the placement of eight light poles, 4 telephone poles, 3 fire hydrants and signage in the middle of the sidewalk. The 750' stretch of sidewalk from Market Plaza to Abbott Avenue in front of the Calhoun Commons Shopping Center is designated a Pedestrian Oriented Overlay District, but it is a district where persons using wheelchairs or walkers must use them in the roadway. We also note that there is no boulevard to separate the sidewalk from the roadway where the widely-ignored speed limit is 35 miles per hour (see attached pictures).

We ask that improvements to this stretch of sidewalk be designated a top public safety priority for the sake of current users with disabilities as well as for the vastly increased pedestrian traffic that will be coming by 2023.



1. Looking north between Market Plaza and Abbott



2. Looking West between Market Plaza and Abbott





3. Approaching Abbott



4. 32<sup>nd</sup> Street Bus Stop



**Date:** May 16, 2019

**To:** City of Minneapolis Capital Long-Range Improvements Committee (CLIC) and Planning Commission

**From:** Alexis Pennie, Co-Chair, Northside Greenway Now

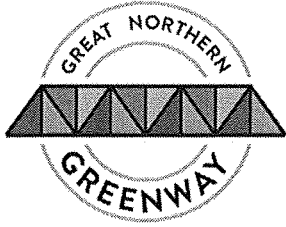
**Re:** Request for 2019 CLIC Report to Include a Recommendation for the Northside Greenway to be Included in 2021-2025 Capital Budgeting Requests

Northside Greenway Now has worked since 2012 to engage residents around active transportation infrastructure in North Minneapolis, which has resulted in support for greenways, new green space, and trails that serve bicyclists, pedestrians, and other stakeholders.

As greenways continue to be studied by the City of Minneapolis Department of Public Works, they are currently wrestling with how to include them as a category in the Transportation Action Plan. At this time they fall under an All Ages and Abilities network that includes protected bikeways, trails, bike boulevards, and greenways. Moreover, the City of Minneapolis Department of Public Works is developing its 10-year Transportation Action Plan, which will identify specific actions to undertake within the next ten years to implement the transportation goals and policies articulated in the City's draft 2040 Comprehensive Plan. As a result, Northside Greenway Now would like to request that the 2019 CLIC Report include a recommendation that it be considered for inclusion in next year's 2021-2025 Capital Budget Requests.

Neighborhoods in North Minneapolis have been under-invested in for far too long. Positive amenities such as greenways have been built throughout Minneapolis. It's time that the city builds a greenway on the Northside because not only is it needed as a safe transportation alternative, but also because support exists throughout North Minneapolis for more accessible and equitable connections between our regional trails, neighborhoods, parks, and schools.

Thank you for your consideration.



Date: May 16, 2019  
To: City of Minneapolis Capital Long-Range Improvement  
Committee (CLIC) and Planning Commission  
From: Christopher Linde, Chair, on behalf of the Great Northern  
Greenway Task Force  
Re: Letter of Support for the Northside Minneapolis Greenway

The Great Northern Greenway (GNG) Task Force wishes to offer its support for the Northside Greenway Now request that the 2019 CLIC Report include a recommendation that it be considered for inclusion in next year's 2021-2025 Capital Budget Requests,.

Northside Greenway Now is a valued, effective, community engagement and advocacy organization which builds on the extensive studies begun in 2012 by the Minneapolis Health and Public Works departments.

Northside Greenway Now and the GNG have worked together to help develop healthy and active living amenities in North and Northeast Minneapolis. Our collective efforts serve its residents and promote walking and rolling to underserved communities.

Thank you for your consideration.

Date: May 16, 2019

To: City of Minneapolis Capital Long-Range Improvements Committee (CLIC) and Planning Commission

From: Audua Pugh, Irving Avenue N Resident and Jordan Area Community Council (JACC) Board Chair

Re: Letter of Support for the North Minneapolis Greenway

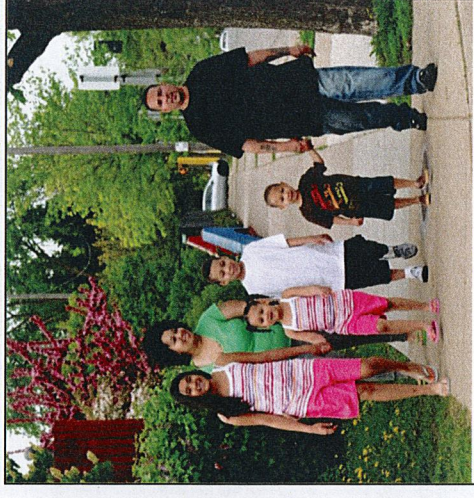
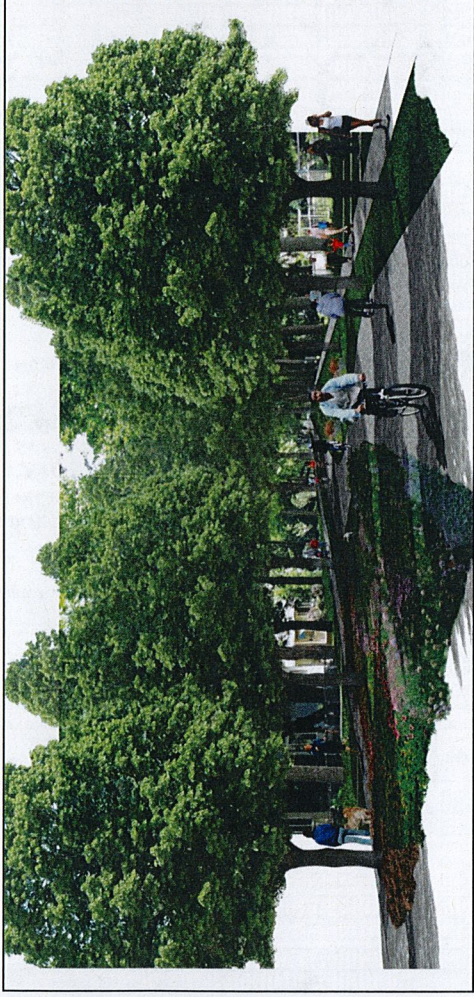
The City of Minneapolis recently completed probably the most exhaustive study and public input process ever related to proposed pedestrian and bicycle infrastructure improvements in the city. The study considered a proposal to put a bicycle and pedestrian greenway on the Northside of Minneapolis. What it found was not surprising.

Conducted in response to a grassroots movement on the Northside to have the city build a greenway to facilitate safer and more convenient bicycle and pedestrian transportation, the city found that of the three forms of greenways tested, people who lived on a full greenway, which was closed to automobile traffic, were the most satisfied. They were satisfied because disruptive noise got better, social interactions improved, the neighborhood became safer during the day, and the safety of kids improved.

Needless to say, these findings point not only to the on-the-ground benefits of a greenway, but also the wide support that exists on the Northside for the construction of a full greenway there. So now the key issue that remains regarding the proposed Northside greenway isn't whether or not there is adequate support for it, rather it's about what can be done to assure its amenities will benefit for the long term those who currently live in the area and that the prospect of gentrification is minimized.

That can be accomplished by taking proactive steps to maintain the existing social fabric of the community. That can be done through creative housing strategies such as the development of affordable housing on currently vacant properties, tax increment financing zones and the creation and support of Northside resident owned businesses associated with the greenway. These and other steps can be taken to help ensure that involuntary displacement does not happen and other adverse impacts of gentrification are mitigated.

# What do you think about a greenway in north Minneapolis?



The City of Minneapolis is developing plans to convert low-traffic streets in north Minneapolis to a greenway that would provide a safe, accessible route for bicyclists and pedestrians. The City has identified a proposed route and designs. The final route, designs and timing of the project will depend on funding availability, local support and other factors.

**Why is the City considering this idea?** The City is responding to north Minneapolis residents' interest that was generated by an all-volunteer group known as Twin Cities Greenways. This project would provide a new active-living amenity in north Minneapolis and improve residents' access to a place to be physically active. North Minneapolis has less park space than other areas of the city, and as a result its residents are more likely to have diseases like diabetes and high blood pressure, both of which can be affected by a lack of access to places to be physically active.

**What streets would become a greenway?** The proposed greenway would be a north-south route starting at the Shingle Creek Trail in the north and continuing on beyond Plymouth Ave N. Based on resident input, the City is exploring the greenway route at the southern end, including connections to the Van White, Cedar Lake and Bassett Creek Trails. The proposed route would primarily follow Humboldt and Irving Avenues North and connect Crystal Lake Cemetery, three schools, and four parks. A map of the proposed route and designs is available at the project website (see below). The route could change based on community input.

**What would a greenway look like?** In the current proposal north of Plymouth Avenue N, most of the greenway is a full linear park greenway and a half-and-half greenway. No designs are yet proposed south of Plymouth Avenue N. The back of this page has graphics of some of the possible greenway designs. The greenway would increase green space and allow for amenities such as community gardens, playgrounds, barbecues and public art.

**What has happened with the project thus far?** In 2008, Twin Cities Greenways volunteers began presenting several greenway proposals to neighborhood groups, and in 2011, with funding from Transit for Livable Communities, ten community workshops were conducted to gather input on the concept. In 2012, the Minneapolis Health Department received funding from the Minnesota Department of Health to develop concept plans for the greenway and collect community input. In 2013, the City and its partner, the Alliance for Metropolitan Stability (AMS), received additional funding from the Center for Prevention at Blue Cross and Blue Shield of Minnesota to further develop plans and conduct broader community outreach and engagement. In spring and summer 2014, the City and the Alliance partnered with neighborhood organizations and other community groups to engage, inform and gather input from community residents. In the summer of 2015, the City, the Alliance, and community partners are continuing to gather resident input and to expand engagement south of Plymouth Ave N.

**How can I learn more about this project?** Visit [www.minneapolismn.gov/health/living/northminneapolisgreenway](http://www.minneapolismn.gov/health/living/northminneapolisgreenway) or contact Sarah Stewart, [sarah.stewart@minneapolismn.gov](mailto:sarah.stewart@minneapolismn.gov), 612-673-3987.

*Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota.*



[www.minneapolismn.gov/health/living/northminneapolisgreenway](http://www.minneapolismn.gov/health/living/northminneapolisgreenway)

Center for Prevention  
Blue Cross  
Blue Shield  
Minnesota

Minneapolis  
City of Lakes

## Proposed North Minneapolis Greenway Route Map

This map shows a proposal for converting low-traffic residential streets into a greenway in north Minneapolis. In most places, the proposed greenway would provide a park-like trail that increases space for pedestrians and bicyclists while reducing or eliminating motorized traffic and parking. In some cases, extra green space would allow for new amenities, like community gardens, pocket parks, or public art.

No decisions about a greenway route have been made. Community input will be used to make changes to both the route and the designs included on this map.

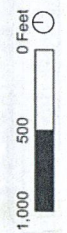
The City of Minneapolis welcomes community input on this project and will explore funding options if the community supports the greenway. There is no start date set to build the greenway as the project is still in an engagement phase.





Future planning efforts will explore connections in the Harrison neighborhood and further south, such as the Bassett Creek and Cedar Lake Trails.

- Legend**
- 37th Ave Greenway
  - Existing Off Street
  - Existing On Street
  - Parcel
  - Proposed Greenway Route
  - Full "Linear Park" Greenway
  - Half and Half with a Two-Way
  - Half and Half with a One-Way
  - On Street Bike Lanes
  - Off-Street Trail
  - Bike Boulevard
  - Route Alternative
  - (No Greenway Type Assigned)
  - Intersection Remains Open
  - To be Determined
  - Partial Intersection Closure
  - Street Closure
  - Traffic Flow ("Half and Half" Type)
  - 10' Contour
  - Railroad
  - Park Activity Hub
  - Park/Open Space
  - Water
  - School



**Proposed Greenway Route with Intersection Treatments**  
**NORTH MINNEAPOLIS GREENWAY**

Funding for this project is provided in part by the Center for Prevention at Blue Cross and Blue Shield of Minnesota

March 4, 2014





# Possible Greenway Designs

**Full Linear Park Greenway**



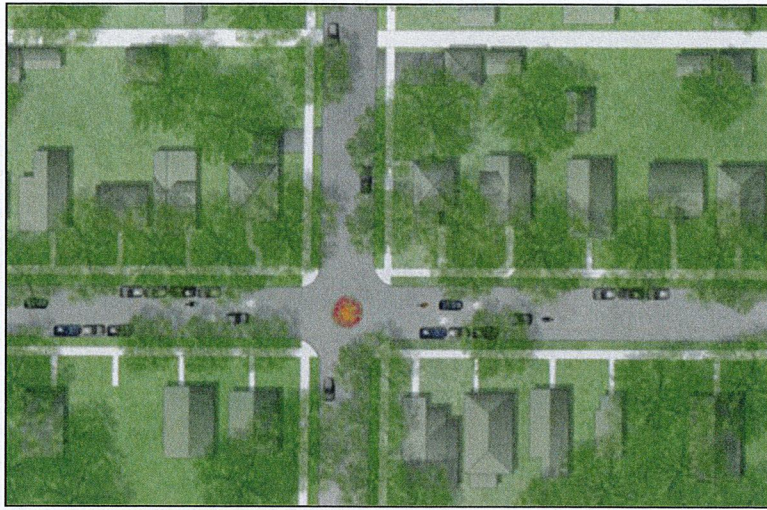
A full linear-park greenway eliminates car traffic from the street and replaces it with a trail and green space for bikes and pedestrians. Many intersecting streets are blocked off, providing more green space. There is room for amenities like BBQs, community gardens, playgrounds and art.

**Half & Half Greenway**



A half-and-half greenway has a trail on one half of the street and vehicle traffic on the other side. The street is either one-way with parking or two-way without parking. The trail crosses some intersections diagonally so that bikes do not have to stop and car traffic is minimal on the street next to the trail.

**Bike Boulevard**



A bike boulevard is a lower-traffic, lower-speed street that has been designated as a bike route and is marked with large bicycle symbols with the text "BLVD". Some intersections feature traffic calming measures to encourage slower traffic speeds, like speed bumps, traffic diverters and traffic circles.

If you need this material in an alternative format please call the Minneapolis Health Department at 612-673-2301 or email [health@minneapolismn.gov](mailto:health@minneapolismn.gov). Deaf and hard-of-hearing persons may use a relay service to call 311 agents at 612-673-3000. TTY users may call 612-673-2157 or 612-673-2626.

Attention: If you have any questions regarding this material please call Minneapolis Health Department at 612-673-2301.

Hmong - Ceeb toom. Yog koj xav tau kev pab txhais cov xov no rau koj dawb, hu 612-673-2800;

Spanish - Atención. Si desea recibir asistencia gratuita para traducir esta información, llama 612-673-2700;

Somali - Ogow. Haddii aad dooneyso in lagaa kaalmeeyo tarjamadda macluumaadkani oo lacag la' aan wac 612-673-3500

# Glossary of Capital Terms & Acronyms

**CLIC** - Capital Long-Range Improvement Committee

**Main Body** - refers to the whole group of CLIC committee members.

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

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

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

## **Revenue Source Related Descriptions:**

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

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

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

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

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

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

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

**Reimbursements** - In addition to the sources above, Public Works has several divisions that have a reimbursable project for tracking and billing overhead costs and for performing

## **Glossary of Capital Terms & Acronyms - continued**

construction activities that are billed to the benefiting City departments, outside government agencies and private businesses.

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