CAPITAL LONG-RANGE IMPROVEMENT COMMITTEE

A Citizen Advisory Committee to the Mayor and City Council

Presents

THE CLIC REPORT

A Summary of Recommendations for the

CITY OF MINNEAPOLIS

SIX-YEAR
CAPITAL IMPROVEMENT PROGRAM
FOR YEARS 2022 – 2027

June 2021

July 5, 2021

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

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

I am pleased to submit on behalf of the Capital Long-Range Improvement Committee ("CLIC") members the 2021 CLIC Report for the City of Minneapolis. The report includes the Committee's financial and narrative comments as recommendations for your consideration, and to assist elected policy makers in their deliberations and adoption of the City's Six-Year Capital Improvement Program (CIP) for Years 2022-2027. Due to the declared local health pandemic (COVID-19), the 2021 CLIC process again was conducted virtually, using technology for remote participation of members and city staff as permitted under Minnesota Statutes § 13D.021. Staff and CLIC members all stepped up their game to make the process work and meet the challenges -- Finance and Property Services, the City Clerk's office, proposing departments and boards, along with interested members of the public.

CLIC members met 17 times from March 31-June 30: orientation session; two public input and Q&A sessions; Joint Public Hearing with the Minneapolis Planning Commission; 13 regular meetings. CLIC members reviewed 129 capital budget requests and rated 123 totaling $1.366 billion for 2022-2027. The highest score was 238 (SA001 – Sanitary Sewers) of possible 300; the lowest score was 101 (MBC15 – Elevator 12 Modernization). The CLIC membership roster, process overview, and committee comments appear in the front of the report to give context to the financial funding recommendations that follow. The joint public hearing transcript and several residents' submissions appears in the report. CLIC is recommending funding for 103 capital budget requests totaling $1.103 billion in the 6-year CIP.

Several key issues, priorities, or highlighted project comments are excerpted below from the 2021 CLIC process:

- General: CLIC asks the Mayor and City Council to include it in future review of capital infrastructure investments resulting from the unprecedented infusion of federal funds from the American Rescue Plan Act of 2021. CLIC continues to support enhanced public engagement using some form of Participatory Budgeting and transparency by ensuring Public Works' municipal websites don't prioritize style over substance. CLIC looks to see more proposals addressing the climate emergency, and is suggesting renewal of a program for reforestation of public sector properties.
- CLIC was briefed on the City's updated Strategic and Racial Equity Action Plan during portions of two meetings, and has set up an ad hoc committee to work with staff to include more information in onboarding for members in 2022. In addition, the revised 2021 CLIC Guidelines included a Qualitative Criteria rating section for Equity (0 to 25 points).
- Transportation TF: CLIC recommends the City help residents understand new procedures when transitional traffic safety improvements are implemented to improve pedestrian and multi-modal users. CLIC supports strong funding and ongoing assessment and rehabilitation for street paving, bridges, off-street recreation and commuter trails, as well as funding sidewalk gaps. In response to resident input, CLIC requests that Water Treatment & Distribution Services remedy diminished water quality (rust, sediment) issues experienced by consumers in proximity of the 447 dead-end-water mains in the system.
- Human Development TF: CLIC recommends the City resolve the strategic direction for providing public safety before undertaking the over $57 million in capital projects requested in this category. CLIC sees a "moment of opportunity" to expand on existing City goals for renewable energy in the capital program. CLIC registers its disagreement with the recent City Council decision to suspend 2nd-phase development of the long-planned Hiawatha Public Works complex.

The CLIC Executive Committee will meet with Mayor Frey and key staff members virtually to deliver the formal recommendations for 2022-2027. The CLIC Committee stand ready to review concerns or questions about its recommendations with all elected policymakers. CLIC's Executive Committee leadership consists of Vice Chair Willie Bridges, and Task Force leaders John Bernstein, Eric Won, Katie Jones, and Jocelyn Beard. Please address questions to: Jeff_Strand@msn.com or (612) 710-6147, or to Amelia Cruver, Budget Director, at Amelia.Cruver@minneapolismn.gov or (612) 673-5405.

Sincerely,

J L Strand

Jeffrey L. Strand
CLIC Chair 2021-2022
Pronouns: He/Him/They

TABLE OF CONTENTS

Introduction to the CLIC Process	4
CLIC Membership	5
CLIC Executive Committee	6
City of Minneapolis Staff Support	6
2021 CLIC General Comments	7
2021 Human Development Task Force Comments	12
2021 Transportation Task Force Comments	15
Capital Budget Summary – Department Requested Budget	22
Capital Budget Summary – CLIC Recommended Budget	25
Six-Year Capital Funding Summary – Department Requested Budget	28
Six-Year Capital Funding Summary – CLIC Recommended Budget	29
Six-Year Capital Investment Allocation – CLIC Recommended	30
Public Works Department Breakdown	30
2022 Bond Redemption Levy for Capital Program	31
Net Debt Bond Allocation – Department Requested Budget	32
Net Debt Bond Allocation – CLIC Recommended Budget	32
Capital Budget Detail for Funded Projects	
Miscellaneous Projects	33
Municipal Building Commission	33
Park Board	33
Public Grounds & Facilities	34
Public Works	
Active Mobility	35
Bike-Ped Projects	35
Bridges	35
Fleet	35
Sanitary Sewers	36
Sidewalks	36
Storm Sewers	36
Street Paving	37
Traffic Control & Street Lighting	40
Water Infrastructure	40
Parking	41
CLIC Comprehensive Project Ratings	42
CLIC Ratings by Commission/Board/Department	45
2022-2027 Capital Program Descriptions	49
2021 CLIC Capital Guidelines	59
2021 CLIC Schedule	68
Joint Public Hearing Notice & Minutes	69
Glossary of Capital Terms & Acronyms	95

Introduction to the CLIC Process

The City adopts a six-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 six-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 six-year capital plan simultaneously with the operating budget, although appropriation is only adopted for the first year.

For the six-year plan covering years 2022-2027, there were 129 CBRs reviewed of which 123 were rated by CLIC members. The total requested capital budget for the six years was $1.366 billion and CLIC is recommending funding of 103 CBRs for a total of $1.103 billion.

For more specifics on the CLIC process, please review the 2021 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, 2021 - December 31, 2022

Council Ward / Mayoral	Appointing Member	CLIC Member
1	Kevin Reich	Jake McCormick
1	Kevin Reich	Dan Miller
2	Cam Gordon	Beth Toso
2	Cam Gordon	
3	Steve Fletcher	Amity Foster
3	Steve Fletcher	Zakaria Aden
4	Phillipe Cunningham	Jeffrey Strand
4	Phillipe Cunningham	Kitrina Stratton
5	Jeremiah Ellison	
5	Jeremiah Ellison	
6	Jamal Osman	Erica Mauter
6	Jamal Osman	Thorbjorn Adam
7	Lisa Goodman	John Bernstein
7	Lisa Goodman	William Gullickson, Jr.
8	Andrea Jenkins	James Brown
8	Andrea Jenkins	Steve Brandt
9	Alondra Cano	Matt Kazinka
9	Alondra Cano	William Graves
10	Lisa Bender	Katie Jones
10	Lisa Bender	Jonathan Ahn
11	Jeremy Schroeder	Risa Hustad
11	Jeremy Schroeder	Willie Bridges
12	Andrew Johnson	Luke Cunningham
12	Andrew Johnson	Scott Engel
13	Linea Palmisano	Richard LaReau
13	Linea Palmisano	Kai Gudmestad
Mayor	Jacob Frey	Eric Won
Mayor	Jacob Frey	George Montague
Mayor	Jacob Frey	Eamonn Gallagher
Mayor	Jacob Frey	Sanja DeGarmo
Mayor	Jacob Frey	Dan McConnell
Mayor	Jacob Frey	Todd Schuman
Mayor	Jacob Frey	Jocelyn Beard

CLIC Executive Committee
January 1, 2021 - December 31, 2022

Leadership Position	Member Name	Appointment of
CLIC Chair	Jeffrey Strand	Phillipe Cunningham - Ward 4
CLIC 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	Eric Won	Mayor
Human Development Vice Chair	Jocelyn Beard	Mayor

City of Minneapolis Staff Support for the CLIC Process

Name / Department	Responsibility	Phone Number	Email Address
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Robert Harrison / Finance	Staff Support	612-673-3498	robert.harrison@minneapolismn.gov
Neal Younghans / Finance	Staff Support	612-673-2734	neal.younghans@minneapolismn.gov

CAPITAL LONG-RANGE IMPROVEMENT COMMITTEE
2022-2027 CAPITAL IMPROVEMENT PROGRAM

General Comments

Participatory Budgeting for Minneapolis
CLIC reiterates the recommendation from the 2020 CLIC Report "that the City improve community engagement through implementation of Participatory Budgeting practices, using the results of its 2017 review of national procedures and best practices of other jurisdictions." CLIC has repeatedly made recommendations for participatory capital budgeting programs in 2015, 2016, 2017, 2019, and last year.

CLIC recognizes as a former mayor noted that the 33-member CLIC body is the citizen engagement component for the capital program. That said, CLIC members find a common message from residents and ratepayers at public information sessions and the Planning Commission joint public hearing is that the Minneapolis' capital improvement process does not provide many avenues for residents to engage upstream in the development of proposals. Many other cities including St. Paul provide some opportunities for residents, neighborhood and community organizations to identify areas of need for capital improvement programming to be considered by the appropriate advisory board or commission and elected policy makers.

Electrical Infrastructure
As the City pursues greater resilience in the face of climate change, CLIC urges the City to push and collaborate with the electric utility, Xcel Energy, to bury electrical lines during opportunities of road reconstruction. Doing so helps protect that critical infrastructure as weather events intensify. We know this is possible as it is already done on downtown projects. CLIC urges the City to ensure the practice of burying electrical infrastructure occurs throughout the city.

Parks Funding
As MPRB moves to accomplish the goals laid out in its 20 Year Neighborhood Parks Plan, CLIC wishes to be as knowledgeable and involved in the funding process for parks as possible. In pursuit of this goal, CLIC would ask that MPRB commit to educating CLIC members about the process by which that plan will be accomplished through both city and non-city allocated funds, and particularly the unique funding structure of parks across the city.

Climate Change
CLIC notes that language of the Capital Budget Requests (CBRs) is intended to reflect the values of the City. Given that the City has declared a climate emergency via resolution No. 2019R-422 we recommend that the language of the CBRs and intention of the projects reflect the urgency of such resolutions.

General Comments

Renew Reforestation of Public Sector Properties as part of Climate Action Plan
CLIC members request that the City and/or Minneapolis Parks consider renewing a formal capital budget request for a program with goals similar to the "City Property Reforestation – CTY02" that existed in the Capital Improvement Program from 2014-2017 funded at $150,000 annually. CLIC requests more complete data for its 2022 process on the status and health of the urban tree canopy cover (acreage, percentage of land, diversity). CLIC members believe there are opportunities for reforestation on city-owned facilities, as well as other public sector properties both large- and small-scale to provide for increased natural space, supporting urban agriculture and community gardening sites, facilitating carbon sequestration through tree plantings, and implementing other actions in the City of Minneapolis or Hennepin County Climate Action Plans. Reforestation should be guided by intentional tree species selection and placement that is mindful about avoiding potential future impingement on current and potential solar collectors for electrical generation, which would lower efficiency and affect return on investment.

The reforestation program could be funded by continuing the current Park Board levy of $1.2 million that has funded the removal of ash trees. That eight-year levy expires after this year but continuing it for reforestation would provide a substantial addition to the city's tree canopy.

Public Works New Website Design
The unannounced 2021 redesign of its Transportation and Planning website has been confusing and resulted in significant difficulty researching projects which were previously more accessible. It is no longer possible to review past, current and future projects by program and reconstruction year. The photo gallery mix of street, water and sewer projects with a word search function to find a specific project is more difficult to understand what Public Works is doing and how projects interconnect by year and location. The new project template has not transferred important documentation previously included on projects and some projects reviewed by CLIC are yet to be added. Some project status information was incorrectly listed and to date remains uncorrected. A decade of relevant public works information previously google searchable is no longer linked.

This new website design has prioritized style over substance and makes Public Works operations less transparent to the public. It is understandable that the Covid-19 pandemic may have interfered with a smoother transition. However, Public Works and the City need to prioritize taking corrective actions this year to restore information previously available. We ask that Public Works give CLIC a progress report in 2022.

General Comments

Monitoring and Accountability

CLIC believes that performance monitoring and accountability are key success factors in municipal capital infrastructure projects. Accountability is maintained through a system of financial and program controls to ensure that projects are managed within allocated budgets and are completed within agreed upon timeframes. Where cost overruns are anticipated, corrective actions may be taken to ensure that financial controls are in place into the future.

CLIC also continues to believe that performance and impact measures are critical to ensure that capital investments are achieving promised outcomes. CLIC encourages the City to adopt a public facing project management system, including a set of dashboards, which will create transparency and allow residents and businesses to monitor progress that is being made in each city capital project. Where projects are delayed, lowered in priority, or eliminated from the queue, a dashboard would keep residents informed about projects that directly affect them and their communities.

American Jobs Plan Act

Chapter 35 of the ***Minneapolis Code of Ordinances*** establishes the purpose, roles, and responsibilities of the Capital Long-Range Improvement Committee (CLIC), whose purposes include integrating "…the capital planning of the respective jurisdictions with a review of all proposed capital expenditures for both new and existing city infrastructure. " Additionally, "[t]he city's capital program should include capital projects of the city council/mayor control departments, the Minneapolis Park and Recreation Board, the neighborhood revitalization program, the municipal building commission, and the youth coordinating board and the library board." Furthermore, "[t]he capital program shall include all sources and uses of financial resources used to acquire, replace, or increase the useful life of the city's real assets. Estimates shall be made concerning the operating budget impact associated with each capital project." The CLIC encourages the Mayor and Council to comply with this mandate, both now and into the future, as Federal and State grants are provided to the City of Minneapolis from and through both the ***American Rescue Plan Act of 2021*** and the proposed ***American Jobs Plan Act***. Both Acts will fund municipal capital investments of historic proportions, including a projected $3.5 trillion, nationally, for capital infrastructure spending across the country. Minneapolis is anticipated to receive the largest tranche of capital infrastructure funding in the history of our city.

For this reason, CLIC would like the Mayor and Council to include the CLIC in the review of all proposed capital expenditures for both new and existing city infrastructure that may result from this unprecedented infusion of Federal funds over coming years. The legal mandate to provide such analysis and input exists in City ordinance. The CLIC has achieved a notable level of transparency with the public through its budget review processes and methodologies (which are a matter of public record) and the CLIC has a record of public engagement and collaboration, including annual meetings with the City Planning Commission. The CLIC includes representation from throughout the City, including 26 members appointed by City Council members and seven members appointed by the Mayor.

General Comments

CLIC Process

Recently, several capital projects that the City has undertaken, or is considering, have not been submitted to the CLIC process. The committee strongly rejects the notion that any capital project should legitimately not be part of the CLIC process. The new city office building and the contemplated reconnection of Nicollet Ave. at Lake St. are two examples of this.

Chapter 35 of the City Code clearly states that, "The city's capital program should include capital projects of the city council/mayor controlled departments, the Minneapolis Park and Recreation Board, the neighborhood revitalization program, the municipal building commission…." As the ordinance also makes clear, the funding sources of any capital project are not relevant as to whether or not a project should be included in the process.

Improving CBR Submission Quality

The current capital budget request (CBR) form collects both information that is very useful to the committee, along with information that is of no use. Understanding that CLIC may not be the only consumers of this information, the committee would like to see the form streamlined, so that only necessary information is included. This should also allow the submitters to focus on making sure that the useful and necessary information is provided as fully and accurately as possible. To further improve on this goal, CLIC recommends that the finance department offer training on best practices for completing CBRs.

Additionally, in the fall of 2020, an ad hoc subcommittee of CLIC met over several months with the purpose of recommending changes to the CBR forms that are used by city departments to propose and request funding for new and ongoing capital projects. We strongly urge the City finance department to work with committee members in an effort to determine the best way to implement those recommendations.

Street Infrastructure Ordinance

As CLIC has continued to comment for the past several years, the committee recognizes the effort undertaken by the City to find a solution to the difficulties of maintaining the condition of existing parks and streets infrastructure at an acceptable level. The Neighborhood Park and Street Infrastructure ordinance clearly outlines the significant amount of capital that has been committed to fund capital projects aimed at maintaining and improving the condition of these assets. The ordinance specifically earmarks funding for park and street infrastructure for 20 years, which began in 2017. As the City approaches the 5th year of this effort, CLIC believes that it would be useful to measure the results. Specifically, as it relates to streets the committee would like to know how the overall pavement condition index has been impacted.

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

must be spent on park capital projects each year, and an additional $21.2 million, plus inflation adjustments, must be spent on street infrastructure each year.

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

Unfortunately, the same cannot be said for the Park Board. Once again this year, the Park Board's requests virtually match the funding that is available. As we have stated previously, this effectively removes the committee's advisory role, and the elected officials' ability to execute on that advice. This makes the capital budget process much less robust than it should be. The committee again requests that the Park Board submit more projects for each year, so that CLIC is able to make real choices.

With respect to recommending a balanced budget, the committee took the following approach. We paid the greatest amount of attention to getting the 6-year total reasonably balanced. Secondarily, we tried to balance the near-term years (2022 and 2023) at zero or very close to it. Finally, we allowed the out years to be a bit more out of balance. Part of the reason for this approach is that moving funds between years has the effect of changing the timing of when various projects can be started and completed. The committee does not have enough information to know whether those shifts are realistic in terms of actually having the non-financial resources available for all of the timing changes that result. So, if staging projects appropriately results in one year being underfunded and another year being overfunded, we find that acceptable as long as the 6-year period is balanced.

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

The committee again recommends that the Mayor and City Council consider introducing more flexibility to the Neighborhood Park and Street Infrastructure ordinance. This could be accomplished several different ways: by submitting more projects; expanding definitions of the types of projects that qualify; compliance with the funding requirements in 6-year periods instead of annually; expanding the definition of qualified funds; direct amendments to the ordinance; or some combination of these. In particular, the committee requests that the Mayor and City Council review and approve the definition of qualified funds.

Human Development Comments

FLT01 Fuel and Charging Stations

CLIC encourages the City to lead in the use of forward-thinking strategies and explore the use of hydrogen stations to support new alternatively powered vehicles. As noted by CLIC last year, CLIC requests that since gasoline and diesel infrastructure and electric vehicle chargers achieve and address City goals in different ways, fueling and charging projects should be treated as separate projects such that they can be scored appropriately. As such, CLIC recommends no funding for any of this work until the projects are separated.

MPD04 New 1st Police Precinct
MPD05 4th Police Precinct
Public Safety

Given the various efforts currently underway to change how policing and public safety are provided by the City, CLIC finds it difficult to properly assess, and make recommendations on, major investments relating to the Police Department, such as new buildings, renovations to existing facilities, and other capital requests. Specifically, the two requests for new precinct buildings (MPD04/MPD05) and the MPD Training & Wellness Center (PSD23) are seeking a total of over $57 million for assets that would have useful lives for many decades into the future.

This lack of direction is not a new problem. In 2019, in evaluating a request for a new building for the 1st Police Precinct, CLIC requested clearer guidelines on the role and development of public safety in Minneapolis. In 2020, CLIC once more commented that it lacked clear guidance on the aims and potential transformation of public safety in the city, and for that reason was unable to meaningfully evaluate the appropriateness of capital projects as compared to city goals.

CLIC strongly recommends that the City resolve the strategic direction for providing public safety before requesting funds for, or undertaking, projects such as those noted above. Additionally, the Committee requests that the City also conduct a comprehensive strategic review, including a complete inventory of all current, and contemplated, future physical assets for the Police Department once its strategic direction is clear.

We would note the curious absence of any requests or information regarding a replacement for the 3rd precinct building that was destroyed last year. Given the size of these investments, it is crucial that CLIC is able to see all of the department's current and future needs comprehensively. Accordingly, the Committee recommends that such projects be delayed until these issues have been satisfied.

Human Development Comments

WTR18 Water Distribution Facility
PSD21 Hiawatha Training & Recruitment Center
FIR11 Fire Station No. 11

CLIC disagrees with the recent City Council decision to suspend second-phase development of the Hiawatha Public Works complex. The 1990 master plan to consolidate Public Works enterprises at this site is intended to improve scattered inefficient and substandard facilities with a consolidated campus. Moreover, suspending the implementation of WATER18 (Water Distribution Facility) will stall development of the proposed FIR11 (Fire Station No. 11), because water operations need to vacate the East Yard on E. Hennepin Avenue in order to free the site for a replacement for the current substandard Station 11. Halting WTR18 also will block the much-needed effort to consolidate water maintenance operations on one site. Stalling the replacement of the substandard East Yard site consigns city workers to remain in an inadequate site in which welding is done on a creosoted wooden floor in cramped quarters, the only conference room is accessible only by a non-ADA compliant stairway, expensive equipment is stored in the hayloft of a 19th Century stable, and there is inadequate inside storage for maintenance vehicles that hold computers and valves that can't tolerate freezing weather.

Halting PSD21 (Hiawatha Training and Recruitment Center) is counterproductive to the needs of the East Phillips area because it deprives residents in an area of concentrated poverty to be trained for jobs that pay far in excess of the city's minimum $15 per hour standard.

CLIC recognizes that residents of the area justifiably feel they are exposed to environmental hazards. But Public Works is not the culprit. The first-phase development of the Hiawatha complex earned LEED platinum certification. The city's fleet increasingly is powered by alternative fuels. Current and proposed Public Works operations are less noxious than the bituminous paving facility and foundry that border the Hiawatha complex.

Some of the worst-polluting impacts on the area have been mitigated or forestalled: 1) a planned freeway on Hiawatha was downgraded to a boulevard with light-rail transit; 2) the former Minneapolis Moline site and adjacent railyards have been converted to retail and light industrial or warehouse uses; 3) the former city incinerator south of E. 28th Street no longer burns garbage and instead recycles construction materials; 4) a Superfund cleanup has removed arsenic dust from the neighborhood; and 5) a proposed biomass incinerator was blocked.

CLIC recommends that rather than reversing implementation of long-held plans for the Public Works campus, the city: 1) work with residents to reverse or remove the impacts of neighboring private heavy industry; and 2) support neighborhood ambitions for green businesses by working with area residents to find an alternative site for them that preserves the Hiawatha campus for Public Works expansion.

Human Development Comments

WTR35 Renewable Energy at Water Treatment Campuses and PSD24 Solar (Various Locations)

According to the Purpose and Justification section of CBR WTR35, Mayor Frey and the City Council made goals in 2018 "to move to 100% renewable energy for municipal facilities and operations by 2022." CLIC wishes to emphasize the importance of sticking to aggressive goals in the face of climate change.

The City finds itself at a moment of opportunity to expand on existing goals for renewable energy. Both WTR35 and PSD24 incorporate sustainability planning into ongoing city services. The American Rescue Plan Act, passed in January of 2021, includes approximately $45.6 billion to be allocated to metropolitan cities. CLIC urges the City to consider using this grant to either expand these projects and/or identify new projects that move the city towards its renewable energy goals. Also, renewable energy projects are particularly good investments, as they provide future revenue streams. CLIC recommends the City consider using grant funds to pay for renewable energy projects outright rather than issuing debt to improve the return on those investments.

PSD20 City Hall and New Public Services Building

CLIC recognizes the many benefits of consolidating city office space into the new public service building and City Hall, both with respect to improved service delivery and significant cost savings. Despite these facts, city officials chose not to submit this project to the same process and scrutiny to which every other capital budget request is subjected, when the project was initially under consideration in 2018. Having capital projects that are not subject to review by the Capital Long-Range Improvement Committee has the potential to undermine the work of the committee. CLIC requests that all capital projects that the City is contemplating be submitted to the same scrutiny, both in fairness to all other projects and to ensure that the committee has the full context of all projects being considered.

MBC12 Safety Improvements – Non-Stagework Areas

CLIC urges that MBC undertake further study before implementing any security upgrades to City Hall that restrict public entry to the building through general screening. MBC should perform a building security analysis that indicates the level of perceived threat, where in the building the perceived threat is greatest and any techniques short of general screening that would mitigate perceived threat, and share its conclusions to CLIC before proceeding with any security improvements.

MBC13 4th Street Reconstruction - Sidewalk Enhancements

This project provides for upgraded streetscaping and addition of crash protection to the historic Municipal Building / Courthouse. Furthermore, CLIC recommends the incorporation of public art, as functional physical security. For example, bollards can be designed as sculptures to enhance the aesthetics of security.

Transportation Comments

TR021 Traffic Signals
TR022 Traffic Safety Improvements

CLIC members are residents who use the public infrastructure in the built environment, and oftentimes experience the upsides and downsides of transitional changes designed to improve the system for pedestrians and multi-modal users. CLIC previously observed that 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. It continues to be imperative that the City take an active approach to educate users of the new infrastructure about how it should be utilized. CLIC recommends the City standardize its protected bikeway infrastructure to ensure appropriate use by road users.

CLIC recognizes 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 piloting other design aspects such as signal placement to prevent "crosswalk creep" and improve pedestrian and bike safety. CLIC encourages Public Works to test and pilot physical design elements that reduce crosswalk creep such as installing near-side signals that will make it physically difficult and less attractive to encroach on the crosswalk.

CLIC commends the City seeking and using state and national standards and guidelines when developing infrastructure. At the same time, CLIC understands that the City Transportation Action Plan goals and needs may be outpacing existing guidelines. Particularly, the Manual Uniform Traffic Control Device (MUTCD) guidelines are more than a decade old and do not have a pedestrian section nor prioritize pedestrian needs, as the City's Transportation Action Plan does. For that reason, it behooves the City to take measures to pilot new strategies, even if they may not currently fit the MUTCD guidelines.

That said, CLIC recognizes, as was evidenced in the 2021 Joint Public hearing with the Planning Commission, that residents' comments differed on the efficacy of changes such as near-side signage and signals. While 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 sometimes encroach the crosswalk and drivers are inattentive about people walking or biking in the marked crosswalk.

CLIC points to the need for engineering and empirical evaluation of efficacy, implementation of public and driver education programs, signage or other methods to increase awareness, as well as appropriate equitable enforcement before or concurrent with new installations to avoid potential confusion and to prevent unintended consequences of making intersections less safe.

TR021: Traffic Signals – Timing Issues

A continued area of concern is the timing of when a light turns green in conjunction with light rail. CLIC members have observed the light turning green before a light rail train has finished passing through an intersection. We encourage 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 buses, bikes, pedestrians, and cars are given a green light.

Transportation Comments

Collaboration Between Paving Projects and ART01 Art in Public Spaces
CLIC is appreciative that PV122 will address pedestrian safety and will collaborate with ART01 making for a more welcoming pedestrian experience to cross the I-94 overpass connecting the Upper Harbor Terminal to North Minneapolis.

Similar safety and aesthetic conditions exist over another I-94 overpass on 26th Avenue N separating the Hawthorne and Jordan neighborhoods from the new Great Northern Greenway River Overlook. Consideration should be given to improving this crossing in conjunction with PV122/ART01 or as a separate capital budget request.

PV001 Parkway Paving Program - Traffic Markings
This program is greatly appreciated by parkway users who have survived years with substandard conditions that are a safety hazard and can cause damage to their vehicles. Unfortunately, this new pavement can induce increased speeding and a reduced awareness of pedestrians. It is CLIC's understanding that the Parkway Paving Program does not include adding enhanced pedestrian crossings nor does any other MPRB or Public Works program for parkways. A Complete Streets approach to encouraging pedestrian access across parkways and making drivers aware of pedestrians is to include crossing enhancements during Parkway Paving Program projects.

In 2020-2021, Theodore Wirth Parkway Paving (Plymouth to 29th), four intersections at Plymouth, McNair, 26th and 29th should be given consideration for simple pedestrian crossing signs and pavement markings to connect neighborhoods to park amenities. Likewise, St Anthony Parkway (University to Stinson) programmed for 2023 - 2024 is in need of crossing enhancements.

Observations driving the Grand Rounds reveal a significant difference in use of pedestrian crossing on either side of 94/394. CLIC encourages a City review of records on enhanced crossing locations to determine if these observations are true and to report how to address the discrepancy if found.

PV001 Parkway Paving Program - Funding Levels
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. Based on the public input received along with the direct experience of several CLIC members, the committee asks that Public Works and the Park Board update the inventory of the parkway system. It should then determine whether the $750,000 annual expenditure is adequate to deliver this program in a timely manner. and to avoid potentially damaging and dangerous roadway conditions along the parkways.

Transportation Comments

PV006 Alley Renovation Program

CLIC commends the City on seeking to provide good infrastructure service. City streets and alleys give us access to a variety of destinations including private property. As the City evaluates alleys for reconstruction/pavement, it should consider not only the current alley pavement condition, but also the drainage patterns that are negatively affecting adjacent residences. Poor drainage that causes water pooling brings winter ice build-up and prevents access to properties.

PV122 Dowling Avenue (I-94 to 1ST St N.)

CLIC renews its support for this critical and restorative infrastructure for the Upper Mississippi Riverfront in North Minneapolis. References from the 2018 and 2019 CLIC Reports still apply: "The Dowling Avenue Paving Project is situated in close proximity to the Upper Harbor Terminal Redevelopment Area…and is critical to the people and businesses of North Minneapolis going into the future."

The PV122 Dowling Ave includes multiple infrastructure components to support the Upper Harbor Terminal Project, including:

- street reconstruction and parkway construction.
- upgrades to mainline and spur railroad tracks to be improved with active warning devices for both motorized and non-motorized traffic.
- upgrades to traffic signals included in the construction (four traffic signals, two of which are for I-94 off/on ramps).
- improvements of existing utilities on existing roadways and the construction of new utilities (water, sanitary, stormwater) in the undeveloped site along the proposed parkway as well as green infrastructure.

PV127 37th Avenue NE (Central Avenue NE to Stinson Blvd)

This combined Minneapolis and Columbia Heights reconstruction project is an opportunity to bridge these communities, expand multi-modal options and add greening. 37th Avenue is part of the Minneapolis "all ages and abilities" network extending over 2 miles from Main St NE to Stinson Blvd. It's an important east and west route for accessing recreation, shopping and work centers.

In 2018, the Minneapolis 37th Ave NE (Main St to University) asphalt resurfacing did not include a striped parking lane. This could have added additional safety for pedestrians and bicyclists where there is an existing 4' sidewalk on the Minneapolis side, none on the Columbia Heights side and an overly wide, unmarked street. The 2019-20 Minneapolis 37th Ave NE (University to Central) asphalt resurfacing project was done in conjunction with a new Columbia Heights multi-use path. This path is substandard in width, pavement markings, wayfinding and lighting.

Transportation Comments

PV127 37th Avenue NE (Central Avenue NE to Stinson Blvd) continued…
Minneapolis and Columbia Heights missed opportunities with these past projects to strengthen this shared multi modal route.

PV127 is an opportunity to do more than the bare minimum for multi-use trail facilities which is the last segment of the 37th Avenue corridor. The proposed 10' multi-use trail has available street right-of-way to easily increase this width to reduce user conflicts. Its regional solicitation grant has a significant budget line item for Pedestrian Lighting which both Minneapolis and Columbia Heights planners have not acknowledged. Minneapolis needs to be more involved in this shared municipal project and not allow it to fall short of its Complete Streets, Transportation Action Plan and Street Design guidelines.

PV137 29th Ave NE (Central Ave NE to Stinson)
It was a surprising and significant disappointment to have this CBR delayed three years from a 2024 to a 2027 proposed installation. 29th and Johnson St is the heart of this vibrant neighborhood business node. Audubon Park and Northeast Middle School are a few blocks in either direction of this intersection on 29th. A new, unannounced Canadian Pacific Rail Yard entrance was recently created at Central and 29th to increase freight transportation in and out of an expanded freight container depot. A reconstructed 29th Avenue will discourage its use as a commercial freight route. A reconstructed 29th Avenue is included in the Audubon Park Neighborhood's small area plan and a separate 29th Avenue study in existence for over a decade. This past year, the neighborhood organization has been doing visioning discussions in advance of the now delayed 2024 reconstruction. CLIC asks that the City prioritize reconsideration of this delay if MSA funding is restored.

PV157 33rd Avenue NE (Central to Stinson)
At the 5/6/21 Public Input session and the 5/11/17 and 5/12/21 Joint Public Hearings, a Waite Park resident shared her concerns along with written testimony and photos about the length of time between a 2016 concrete rehabilitation project of Waite Park neighborhood streets and the 2022-2027 Capital Budget Request which proposes a 2027 installation.

During the 2016 concrete rehabilitation, it was determined that 33rd Avenue was deteriorated beyond project scope and required a full reconstruction. PV157 first appeared in the 2021-2026 CBR's with a proposed 2026 installation date and this year it has been revised to 2027. Mitigating the acknowledged poor conditions on 33rd Avenue has now been pushed back twice and the current 2027 projected installation is more than 10 years since the need for full reconstruction was determined.

33rd Avenue is an important community corridor and its users have had to deal with safety and accessibility issues longer than is reasonable. This project is budgeted at $10,500,000. If this project could be advanced by dividing it into two smaller budgeted reconstructions, the 33rd (Central to Johnson) segment should be considered first due its more significant deterioration.

Transportation Comments

PV158 Hennepin Avenue (Lake St W to Douglas Ave)
CLIC recommends that the City consider how the pandemic and other significant changes could affect transportation needs in this vital corridor. Continued thoughtful consideration will be required to ensure that the 88 to 96 feet of street width is utilized in a way that balances competing interests and fosters continued vibrancy in one of the most active commercial and residential areas of the city.

PV178 (Johnson St NE at I-35W)
In 2017, Minneapolis participation in Vision Zero was announced by City officials at the intersection of 18th and Johnson Street NE. PV178 is the final step in addressing this dangerous, 18,000 average annual daily traffic (AADT) intersection. Since 2017, 18th Avenue has been reconstructed and PV156 Johnson St (18th to Lowry) will happen in 2021. This all will bring profound improvements on this important street, intersection and neighborhood business corridor. Thank you!!!

Additionally, CLIC encourages Public Works to work with Hennepin County to develop similar appropriate Vision Zero improvements for pedestrians, cyclists and motorists at the other end of this segment of the 18th Avenue Trail, where two city streets (NE Stinson Pkwy. and 18th), County Hwy. 88 and the Northeast Diagonal recreational trail all intersect at conflicting angles.

PV179 - 7th Street N (10th Street N to Lyndale Ave N)
The CLIC did not include this project in our NDB recommendation. This was done not as a judgement against the project but in the interest of balancing program and project needs within the allotted net debt bonding limit. We are very open to and encourage Public Works to propose the project again in the future.

BP006 18th Avenue NE Trail Gap (Marshall to California)
This trail gap will connect the East Bank Trail along the River to the existing 18th Avenue Trail creating a contiguous, multi-use trail from the River to Washington St. It is an important “all ages and abilities” route particularly for the Sheridan, Bottineau, Holland and Logan Park neighborhoods and the planned 2021 construction is highly anticipated. The 18th Avenue Trail route has been constructed in separate segments over time between 1997 and 2020 and has sometimes been referred as the “Trail to Nowhere” due to several confusing street detour gaps.

Upon the completion of BP006, there is one remaining detour between Washington and Monroe Streets. This route runs for two blocks along the south side of the soon to be decommissioned East Side Maintenance Garage. We ask that the 2022-2028 Capital Budget Requests include this last remaining gap, 18th Avenue Trail Gap (Washington to Monroe), which will expand a contiguous 2.5-mile multi-use trail connecting the River to the Diagonal Trail.

Transportation Comments

BR101 Major Bridge Repair and Rehabilitation
CLIC supports the one-time 57% funding increase in 2022 as well as the annual 20% funding increases for 2023-2027 for this critical bridge program that extends the operational life of the City's bridge inventory through careful and prioritized smaller rehabilitation projects that serve to extend the operational life of a large bridge asset. Public Works has ranked this program #2 of 62. The approval of the recommended annual program increases will ensure that BR101 is funded sufficiently to stay ahead of the curve for preserving bridge assets citywide, akin to a preventative health care program for this important category of public infrastructure assets.

SWK02: Sidewalk Gaps
We are recommending that funding for SWK02 be restored for 2022-2024; and stay ongoing from 2025-2027 in the proposed 2022-2027 Capital Improvement Program. The program constructs sidewalks in areas where they have not existed fulfilling the City's goals to prioritize pedestrian infrastructure. The city has priorities for a purpose; to decide where funding goes when funding levels shift. Filling in missing sidewalks is a practical way to improve mobility and safety for pedestrians, and almost all city plans reference this prioritization including the Minneapolis 2040 Comprehensive Plan, Complete Streets and Vision Zero Policies, and Transportation Action Plan. Additionally, we encourage the City to seek outside funding as an increase to, and not a replacement for, previous funding levels.

WTR12 Water Distribution Improvements
CLIC recognizes the challenges of addressing the deterioration of the City's aging water distribution infrastructure. As indicated by the Water department, 72% (760 miles) of the 1060 total miles of water mains in the City are unlined cast iron. CLIC commends the department's efforts to conduct an asset inventory, and we look forward to seeing that report upon its completion in the coming year, both as it relates to this project and others.

The quantitative process that the department has implemented for prioritizing the order in which water mains are relined, as one of the primary determinants, certainly makes sense in the absence of any other information. However, based on the submitted testimony of several residents at our Joint Public Hearing with the Planning Commission (see the end of this report for the meeting minutes), this method appears to have fallen short for the citizens who live in the 3800 block of 47th Ave. S. with respect to water quality.

CLIC recommends that the Water department continue to use the same methods for prioritizing these projects with an important change. Customers who continually report significantly diminished water quality and service should also be prioritized for water main relining, regardless of the other metrics used. While rust/sediment in the water may not be a water safety issue, it is certainly more than an aesthetic issue, as described by the department. High levels of rust/sediment in the water, on a frequent basis, damages appliances such as water heaters, dishwashers, and ice makers. Additionally, it discolors white laundry. These

Transportation Comments

WTR12 Water Distribution Improvements continued…

conditions have forced property owners to incur the additional expense of installing water filtration equipment that requires frequent filter changes in order to offset the conditions found in their dead-end mains. These customers are clearly receiving substandard water service, yet they are paying the same rates as customers who receive the excellent, crystal clear water for which Minneapolis is known.

Finally, we are happy to see that the department is requesting increased funding from $9 million annually to $12 million annually over the coming 6-year cycle. Given the relatively small amount of the 760 miles of unlined water mains that can be relined each year with these resources (about 7 miles per year, which is less than 1% of the total), CLIC recommends that the department significantly increase the annual budget request for this project.

PK004 Off-Street Systems

CLIC recommends a two-thirds reduction in funding given the uncertainties of downtown parking revenues in the upcoming years. CLIC also recommends the City evaluate the future of downtown parking and how City parking assets align with stated City goals.

Off-Street Recreational and Commuter Path Assessment and Rehabilitation

CLIC appreciates the buildout of non-motorized infrastructure that has continued in recent years. CLIC strongly suggests the need to develop a tool for paths similar to the pavement condition index assessment for streets. CLIC made a similar recommendation in 2018 and 2019 without a formal department response. This tool should be tailored to assessing the condition of paved off-road recreational and commuter trails. This tool will allow trails to be addressed in order of deterioration, while also allowing planners to factor in average usage and other pertinent factors in developing a program to address trail needs. Public Works and MPRB should create a follow-up rehabilitation program for these trails similar to PV056 Asphalt Pavement Resurfacing Program and PV108 Concrete Streets Rehabilitation Program. CLIC requests that Public Works and MPRB report back to CLIC in 2022 on their progress in developing an assessment tool and creating a trail rehabilitation capital budget request.

Capital Budget Summary
Department Requested Budget

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Miscellaneous Projects							
ART01 - Art in Public Places	783	790	825	763	877	896	4,934
Total	**783**	**790**	**825**	**763**	**877**	**896**	**4,934**
Miscellaneous Projects Total	**783**	**790**	**825**	**763**	**877**	**896**	**4,934**
Municipal Building Commission							
MBC01 - Life Safety Improvements	6,069	-	-	-	-	-	6,069
MBC02 - Mechanical Systems Upgrade	2,903	-	-	-	-	-	2,903
MBC10 - Exterior Improvements	-	-	7,384	-	-	-	7,384
MBC12 - Safety Improvements - Non-Stagework Areas	4,940	2,512	1,280	760	-	-	9,492
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade	150	-	-	-	-	-	150
MBC15 - Elevator 12 Modernization	-	63	749	-	-	-	812
MBC16 - Building-Wide Electrical Upgrades	1,037	2,101	37	-	-	-	3,175
Total	**15,099**	**4,676**	**9,450**	**760**	**-**	**-**	**29,985**
Municipal Building Commission Total	**15,099**	**4,676**	**9,450**	**760**	**-**	**-**	**29,985**
Park Board							
PRK02 - Playground and Site Improvements Program	1,014	1,420	1,171	1,275	1,350	1,425	7,655
PRK03 - Shelter - Pool - Site Improvements Program	336	508	-	-	-	-	844
PRK04 - Athletic Fields -Site Improvements Program	-	-	-	-	1,100	-	1,100
PRK33 - Bryn Mawr Meadows Field Improvements	1,705	-	-	-	-	-	1,705
PRK37 - Powderhorn Park Implementation	668	-	-	-	-	-	668
PRK40 - Elliot Park Implementation	-	515	988	-	-	-	1,503
PRK41 - East Phillips Park Implementation	428	-	-	970	-	-	1,398
PRK42 - Farview Park Implementation	-	750	500	-	-	-	1,250
PRK43 - Audubon Park Implementation	-	-	1,355	100	-	-	1,455
PRK44 - Bottineau Park Implementation	-	-	-	960	440	-	1,400
PRK45 - Logan Park Implementation	-	-	-	630	750	-	1,380
PRK46 - Lynnhurst Park Implementation	-	-	-	-	1,800	-	1,800
PRKCP - Neighborhood Parks Capital Infrastructure	4,734	5,702	4,906	4,985	3,480	6,555	30,362
PRKDT - Diseased Tree Removal	300	300	300	300	300	300	1,800
PRKRP - Neighborhood Parks Rehabilitation Program	3,795	3,785	3,760	3,760	3,760	3,760	22,620
Total	**12,980**	**12,980**	**12,980**	**12,980**	**12,980**	**12,040**	**76,940**
Park Board Total	**12,980**	**12,980**	**12,980**	**12,980**	**12,980**	**12,040**	**76,940**
Public Grounds and Facilities							
FIR11 - Fire Station No. 11	-	5,000	4,144	-	-	-	9,144
FIR12 - Fire Station No. 1 Renovation and Expansion	427	-	-	-	-	-	427
FIR14 - New Fire Station No. 19	-	-	1,000	13,000	-	-	14,000
MPD04 - New 1st Police Precinct	9,350	9,350	4,400	-	-	-	23,100
MPD05 - 4th Police Precinct	-	-	4,000	6,100	2,400	-	12,500
PSD15 - Traffic Maintenance Facility Improvement	200	2,000	2,000	-	-	-	4,200
PSD16 - Farmers Market Improvements	4,000	4,000	-	-	-	-	8,000
PSD20 - City Hall and New Public Services Center	4,700	4,700	-	-	-	-	9,400
PSD21 - Hiawatha Training & Recruitment Center	4,872	5,100	-	-	-	-	9,972
PSD22 - Reg Services MACC	50	-	-	-	-	-	50
PSD23 - MPD Training & Wellness Facility	-	-	-	6,000	8,000	8,000	22,000
PSD24 - Solar (Various Locations)	1,550	1,118	1,005	580	510	525	5,288
PSD25 - 911	7,200	3,500	-	-	-	-	10,700
RAD02 - Radio Improvements	2,000	2,000	-	-	-	-	4,000
Total	**34,349**	**36,768**	**16,549**	**25,680**	**10,910**	**8,525**	**132,781**
Public Grounds and Facilities Total	**34,349**	**36,768**	**16,549**	**25,680**	**10,910**	**8,525**	**132,781**
Public Works							
Active Mobility							
VZ001 - Vision Zero Program	500	500	500	500	500	500	3,000
Active Mobility Total	**500**	**500**	**500**	**500**	**500**	**500**	**3,000**
Bike-Ped							

Capital Budget Summary
Department Requested Budget

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
BIK28 - Protected Bikeways Program	1,000	1,000	5,260	1,000	1,000	1,000	10,260
BP001 - Safe Routes to School Program	2,000	400	2,000	400	400	400	5,600
BP004 - Pedestrian Safety Program	2,000	2,000	1,000	1,000	1,000	1,000	8,000
BP006 - 18th Ave NE Trail Gap (Marshall to California)	300	235	-	-	-	-	535
BP007 - Northside Greenway Phase 1, Humbolt/Irving Ave N	-	-	-	-	7,500	-	7,500
BP008 - Public Space Program	-	-	250	250	250	250	1,000
Bike-Ped Total	**5,300**	**3,635**	**8,510**	**2,650**	**10,150**	**2,650**	**32,895**
Bridges							
BR101 - Major Bridges Repair and Rehabilitation	700	500	500	500	500	500	3,200
BR127 - Nicollet Ave over Minnehaha Creek	-	-	-	-	30,490	-	30,490
BR133 - Cedar Lake Road Bridges Over BNSF Railroad	-	4,860	-	-	-	-	4,860
BR134 - Bridge 9 Program	-	2,480	2,910	1,830	4,750	6,820	18,790
BR135 - Pillsbury Ave S over HCRRA	-	-	6,810	-	-	-	6,810
Bridges Total	**700**	**7,840**	**10,220**	**2,330**	**35,740**	**7,320**	**64,150**
Fleet							
FLT01 - Fuel and Charging Stations	292	324	224	224	224	-	1,288
FLT02 - Vehicle Hoists	75	25	25	25	25	-	175
FLT03 - Vehicle Maintenance Systems	30	600	450	-	-	-	1,080
FLT04 - Motor Pool Management System	100	-	-	-	-	-	100
FLT05 - Fuel ICU Upgrade to Meet Card Reader Specs	110	-	-	-	-	-	110
FLT06 - Tire Balancing Equipment for Currie	15	-	-	-	-	-	15
FLT07 - Traka Key	50	-	-	-	-	-	50
Fleet Total	**672**	**949**	**699**	**249**	**249**	**-**	**2,818**
Sanitary Sewer							
SA001 - Sanitary Tunnel & Sewer Rehab Program	8,000	5,000	6,000	6,000	6,000	6,000	37,000
SA036 - Infiltration & Inflow Removal Program	2,500	2,500	2,500	2,500	2,500	2,500	15,000
SA99R - Reimbursable Sanitary Sewer Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SAPVR - Sanitary Sewer Paving Project Program	5,500	3,000	3,000	3,000	3,000	3,000	20,500
Sanitary Sewer Total	**17,000**	**11,500**	**12,500**	**12,500**	**12,500**	**12,500**	**78,500**
Sidewalks							
SWK01 - Defective Hazardous Sidewalks	2,460	2,560	2,580	2,580	2,580	2,580	15,340
SWK02 - Sidewalk Gaps	-	-	-	300	300	300	900
Sidewalks Total	**2,460**	**2,560**	**2,580**	**2,880**	**2,880**	**2,880**	**16,240**
Stormwater Sewer							
SW004 - Implementation of US EPA Storm Water Regs	250	250	250	250	250	250	1,500
SW005 - Combined Sewer Overflow Improvements	750	750	750	750	750	750	4,500
SW011 - Storm Drains and Tunnels Rehab Program	3,000	3,000	3,000	3,000	3,000	3,000	18,000
SW039 - Flood Mitigation - Stormwater Alternatives	5,000	6,000	7,000	7,000	7,000	7,000	39,000
SW040 - Central City Parallel Storm Tunnel	40,300	6,000	-	-	-	-	46,300
SW99R - Reimbursable Sewer & Storm Drain Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SWPVR - Storm Sewer Paving Project Program	3,000	3,200	4,300	4,300	4,300	4,300	23,400
Stormwater Sewer Total	**53,300**	**20,200**	**16,300**	**16,300**	**16,300**	**16,300**	**138,700**
Street Paving							
PV001 - Parkway Paving Program	750	750	750	750	750	750	4,500
PV006 - Alley Renovation Program	-	-	-	250	250	250	750
PV056 - Asphalt Pavement Resurfacing Program	7,015	7,015	7,015	7,015	7,015	7,015	42,090
PV059 - Major Pavement Maintenance Program	250	250	250	250	250	250	1,500
PV063 - Unpaved Alley Construction	-	-	-	220	220	220	660
PV074 - CSAH & MnDOT Cooperative Projects	5,055	5,790	3,550	7,729	2,371	1,000	25,495
PV075 - Development Infrastructure Program	500	500	500	500	500	500	3,000
PV092 - Technology Drive NE and 37th Ave NE	-	-	-	-	-	5,934	5,934
PV104 - ADA Ramp Replacement Program	500	500	500	500	500	500	3,000
PV108 - Concrete Streets Rehabilitation Program	3,334	2,818	2,817	4,796	4,796	5,054	23,615
PV113 - 29th St W Phase 2	-	-	-	-	2,004	-	2,004
PV122 - Dowling Ave (I-94 to 1st St N)	-	19,656	-	-	-	-	19,656
PV123 - Logan Park Industrial	-	-	-	-	6,205	-	6,205
PV126 - Bryant Ave S (50th St W to Lake St W)	13,325	4,782	2,408	-	-	-	20,515
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	-	13,300	-	-	-	-	13,300
PV131 - Res Neighborhood Reconst Projects	2,968	1,180	-	6,797	6,797	5,667	23,409
PV132 - 1st Ave S (Lake St to Franklin Ave)	-	-	11,591	5,938	-	-	17,529
PV137 - 29th Ave NE (Central to Stinson)	-	-	-	-	11,500	-	11,500

Capital Budget Summary
Department Requested Budget

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	-	-	-	-	-	6,429	6,429
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	-	-	-	-	-	5,768	5,768
PV141 - Grand Ave S (Lake St W to 48th St W)	10,750	-	-	-	-	-	10,750
PV142 - Downtown East Paving	1,298	-	-	-	-	-	1,298
PV143 - North Industrial	-	-	-	-	-	2,332	2,332
PV150 - 1st Ave N (10th St N to Wash Ave)	-	-	-	7,369	2,462	-	9,831
PV154 - Franklin Ave W (Hennepin Ave S to Lyndale Ave S)	2,720	-	-	-	-	-	2,720
PV157 - 33rd Avenue NE, Central Avenue to Stinson	-	-	-	-	-	10,500	10,500
PV158 - Hennepin Ave (Lake St W to Douglas Ave)	-	-	27,221	4,787	-	-	32,008
PV160 - 1st Ave S (Franklin Ave to Grant St)	-	-	-	6,141	1,436	-	7,577
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	-	-	-	-	17,514	-	17,514
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave	-	-	-	-	15,307	5,521	20,828
PV165 - 35th Street Nicollet Avenue to Chicago Avenue	-	-	-	-	-	9,335	9,335
PV166 - 2nd Street NE, Broadway to Lowry Avenue	-	-	-	-	13,404	-	13,404
PV167 - Dowling Ave N, Thomas to Lyndale	-	-	-	-	15,284	-	15,284
PV170 - 11th Avenue S, 8th Street to 24th Street	-	-	-	-	11,031	-	11,031
PV172 - Chicago Ave, Lake Street to 38th Street	-	-	-	-	-	14,263	14,263
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	-	-	-	-	-	11,560	11,560
PV175 - 38th Street, Park Ave to 23rd Ave S	-	-	-	-	-	18,865	18,865
PV177 - 38th St E and Chicago Ave	2,524	2,660	-	-	-	-	5,184
PV178 - Johnson St NE at I-35W	-	-	2,320	-	-	-	2,320
PV179 - 7th Street N (10th Street N to Lyndale Ave N)	-	-	-	-	-	22,000	22,000
PV99R - Reimbursable Paving Projects	3,500	3,500	3,500	3,500	3,500	3,500	21,000
Street Paving Total	**54,489**	**62,701**	**62,422**	**56,542**	**123,096**	**151,719**	**510,969**
Traffic Control and Street Lighting							
TR008 - Parkway Street Light Replacement	350	350	350	350	350	350	2,100
TR010 - Traffic Management Systems	335	650	1,250	4,340	1,850	1,850	10,275
TR011 - City Street Light Renovation	800	1,500	1,500	1,500	1,500	1,500	8,300
TR021 - Traffic Signals	2,025	2,500	2,000	2,500	2,500	2,500	14,025
TR022 - Traffic Safety Improvements	5,375	2,735	5,170	3,010	1,750	1,750	19,790
TR024 - Pedestrian Street Lighting Corridors	500	834	1,000	1,000	1,000	1,000	5,334
TR025 - Sign Replacement Program	695	895	895	895	895	895	5,170
TR99R - Reimbursable Transportation Projects	600	600	600	600	600	600	3,600
Traffic Control and Street Lighting Total	**10,680**	**10,064**	**12,765**	**14,195**	**10,445**	**10,445**	**68,594**
Water							
WTR12 - Water Distribution Improvements	9,000	10,000	11,000	12,000	12,000	12,000	66,000
WTR18 - Water Distribution Facility	12,415	15,115	-	-	-	-	27,530
WTR23 - Treatment Infrastructure Improvements	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR27 - Automated Metering Infrastructure	1,200	740	-	-	-	-	1,940
WTR29 - Columbia Heights Campus Upgrades	450	3,525	4,800	4,585	1,700	-	15,060
WTR31 - Electrical Service Rehabilitation	9,700	4,600	4,300	3,400	-	-	22,000
WTR32 - Softening Plant Chemical System Improvements	1,675	7,150	4,725	-	-	-	13,550
WTR35 - Renewable Energy at Water Treatment Campuses	-	-	500	4,000	650	-	5,150
WTR9R - Reimbursable Watermain Projects	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Water Total	**39,440**	**46,130**	**30,325**	**28,985**	**19,350**	**17,000**	**181,230**
Parking							
PK004 - Off-Street Systems	2,075	5,300	4,025	4,350	4,350	3,975	24,075
Parking Total	**2,075**	**5,300**	**4,025**	**4,350**	**4,350**	**3,975**	**24,075**
Public Works Total	**186,616**	**171,379**	**160,846**	**141,481**	**235,560**	**225,289**	**1,121,171**
Grand Total	**249,827**	**226,593**	**200,650**	**181,664**	**260,327**	**246,750**	**1,365,811**

Capital Budget Summary
CLIC Recommended Budget

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Miscellaneous Projects							
ART01 - Art in Public Places	783	790	825	763	877	896	4,934
Total	**783**	**790**	**825**	**763**	**877**	**896**	**4,934**
Miscellaneous Projects Total	**783**	**790**	**825**	**763**	**877**	**896**	**4,934**
Municipal Building Commission							
MBC01 - Life Safety Improvements	6,069	-	-	-	-	-	6,069
MBC02 - Mechanical Systems Upgrade	2,903	-	-	-	-	-	2,903
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade	150	-	-	-	-	-	150
MBC16 - Building-Wide Electrical Upgrades	1,037	2,101	37	-	-	-	3,175
Total	**10,159**	**2,101**	**37**	**-**	**-**	**-**	**12,297**
Municipal Building Commission Total	**10,159**	**2,101**	**37**	**-**	**-**	**-**	**12,297**
Park Board							
PRK02 - Playground and Site Improvements Program	1,014	1,420	1,521	1,700	1,000	1,000	7,655
PRK03 - Shelter - Pool - Site Improvements Program	336	508	-	-	-	-	844
PRK04 - Athletic Fields -Site Improvements Program	-	-	-	-	1,100	-	1,100
PRK33 - Bryn Mawr Meadows Field Improvements	1,705	-	-	-	-	-	1,705
PRK37 - Powderhorn Park Implementation	668	-	-	-	-	-	668
PRK40 - Elliot Park Implementation	-	515	988	-	-	-	1,503
PRK41 - East Phillips Park Implementation	428	-	-	970	-	-	1,398
PRK42 - Farview Park Implementation	-	750	500	-	-	-	1,250
PRK43 - Audubon Park Implementation	-	-	1,355	100	-	-	1,455
PRK44 - Bottineau Park Implementation	-	-	-	960	440	-	1,400
PRK45 - Logan Park Implementation	-	-	-	630	750	-	1,380
PRK46 - Lynnhurst Park Implementation	-	-	-	-	1,800	-	1,800
PRKCP - Neighborhood Parks Capital Infrastructure	4,734	5,702	4,906	4,985	3,480	6,555	30,362
PRKDT - Diseased Tree Removal	300	300	300	300	300	300	1,800
PRKRP - Neighborhood Parks Rehabilitation Program	3,795	3,785	3,760	3,760	3,760	3,760	22,620
Total	**12,980**	**12,980**	**13,330**	**13,405**	**12,630**	**11,615**	**76,940**
Park Board Total	**12,980**	**12,980**	**13,330**	**13,405**	**12,630**	**11,615**	**76,940**
Public Grounds and Facilities							
FIR11 - Fire Station No. 11	-	4,000	5,144	-	-	-	9,144
FIR12 - Fire Station No. 1 Renovation and Expansion	427	-	-	-	-	-	427
PSD16 - Farmers Market Improvements	-	-	4,000	4,000	-	-	8,000
PSD20 - City Hall and New Public Services Center	4,700	4,700	-	-	-	-	9,400
PSD25 - 911	6,200	2,500	2,000	-	-	-	10,700
Total	**11,327**	**11,200**	**11,144**	**4,000**	**-**	**-**	**37,671**
Public Grounds and Facilities Total	**11,327**	**11,200**	**11,144**	**4,000**	**-**	**-**	**37,671**
Public Works							
Active Mobility							
VZ001 - Vision Zero Program	500	500	500	500	500	500	3,000
Active Mobility Total	**500**	**500**	**500**	**500**	**500**	**500**	**3,000**
Bike-Ped							
BIK28 - Protected Bikeways Program	1,000	1,000	5,260	1,000	1,000	1,000	10,260
BP001 - Safe Routes to School Program	2,000	400	2,000	400	400	400	5,600
BP004 - Pedestrian Safety Program	2,000	2,000	1,000	1,000	1,000	1,000	8,000
BP006 - 18th Ave NE Trail Gap (Marshall to California)	300	235	-	-	-	-	535
BP007 - Northside Greenway Phase 1, Humbolt/Irving Ave N	-	-	-	2,000	5,500	-	7,500
BP008 - Public Space Program	-	-	250	250	250	250	1,000
Bike-Ped Total	**5,300**	**3,635**	**8,510**	**4,650**	**8,150**	**2,650**	**32,895**
Bridges							

Capital Budget Summary

CLIC Recommended Budget

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
BR101 - Major Bridges Repair and Rehabilitation	700	500	500	500	500	500	3,200
BR127 - Nicollet Ave over Minnehaha Creek	-	-	-	-	30,490	-	30,490
BR134 - Bridge 9 Program	-	2,480	2,910	1,830	4,750	4,820	16,790
Bridges Total	**700**	**2,980**	**3,410**	**2,330**	**35,740**	**5,320**	**50,480**
Fleet							
FLT02 - Vehicle Hoists	75	25	25	25	25	-	175
FLT03 - Vehicle Maintenance Systems	30	600	450	-	-	-	1,080
FLT04 - Motor Pool Management System	100	-	-	-	-	-	100
FLT05 - Fuel ICU Upgrade to Meet Card Reader Specs	110	-	-	-	-	-	110
FLT06 - Tire Balancing Equipment for Currie	15	-	-	-	-	-	15
FLT07 - Traka Key	50	-	-	-	-	-	50
Fleet Total	**380**	**625**	**475**	**25**	**25**	**-**	**1,530**
Sanitary Sewer							
SA001 - Sanitary Tunnel & Sewer Rehab Program	8,000	5,000	6,000	6,000	6,000	6,000	37,000
SA036 - Infiltration & Inflow Removal Program	2,500	2,500	2,500	2,500	2,500	2,500	15,000
SA99R - Reimbursable Sanitary Sewer Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SAPVR - Sanitary Sewer Paving Project Program	5,500	3,000	3,000	3,000	3,000	3,000	20,500
Sanitary Sewer Total	**17,000**	**11,500**	**12,500**	**12,500**	**12,500**	**12,500**	**78,500**
Sidewalks							
SWK01 - Defective Hazardous Sidewalks	2,460	2,560	2,580	2,580	2,580	2,580	15,340
SWK02 - Sidewalk Gaps	300	300	300	300	300	300	1,800
Sidewalks Total	**2,760**	**2,860**	**2,880**	**2,880**	**2,880**	**2,880**	**17,140**
Stormwater Sewer							
SW004 - Implementation of US EPA Storm Water Regs	250	250	250	250	250	250	1,500
SW005 - Combined Sewer Overflow Improvements	750	750	750	750	750	750	4,500
SW011 - Storm Drains and Tunnels Rehab Program	3,000	3,000	3,000	3,000	3,000	3,000	18,000
SW039 - Flood Mitigation - Stormwater Alternatives	5,000	6,000	7,000	7,000	7,000	7,000	39,000
SW040 - Central City Parallel Storm Tunnel	40,300	6,000	-	-	-	-	46,300
SW99R - Reimbursable Sewer & Storm Drain Projects	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SWPVR - Storm Sewer Paving Project Program	3,000	3,200	4,300	4,300	4,300	4,300	23,400
Stormwater Sewer Total	**53,300**	**20,200**	**16,300**	**16,300**	**16,300**	**16,300**	**138,700**
Street Paving							
PV001 - Parkway Paving Program	750	750	750	750	750	750	4,500
PV056 - Asphalt Pavement Resurfacing Program	7,015	7,015	7,015	7,015	7,015	7,015	42,090
PV059 - Major Pavement Maintenance Program	250	250	250	250	250	250	1,500
PV074 - CSAH & MnDOT Cooperative Projects	5,055	5,790	3,550	7,729	2,371	1,000	25,495
PV104 - ADA Ramp Replacement Program	500	500	500	500	500	500	3,000
PV108 - Concrete Streets Rehabilitation Program	200	2,818	5,951	4,796	4,796	5,054	23,615
PV113 - 29th St W Phase 2	-	-	-	-	2,004	-	2,004
PV122 - Dowling Ave (I-94 to 1st St N)	-	19,656	-	-	-	-	19,656
PV123 - Logan Park Industrial	-	-	-	-	6,205	-	6,205
PV126 - Bryant Ave S (50th St W to Lake St W)	12,325	4,782	3,408	-	-	-	20,515
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	-	13,300	-	-	-	-	13,300
PV131 - Res Neighborhood Reconst Projects	2,968	1,180	-	6,797	6,797	5,667	23,409
PV132 - 1st Ave S (Lake St to Franklin Ave)	-	-	11,591	5,938	-	-	17,529
PV137 - 29th Ave NE (Central to Stinson)	-	-	-	-	11,500	-	11,500
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	-	-	-	-	-	6,429	6,429
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)	-	-	-	-	-	5,768	5,768
PV141 - Grand Ave S (Lake St W to 48th St W)	10,750	-	-	-	-	-	10,750
PV142 - Downtown East Paving	1,298	-	-	-	-	-	1,298
PV143 - North Industrial	-	-	-	-	-	2,332	2,332
PV150 - 1st Ave N (10th St N to Wash Ave)	-	-	-	8,950	881	-	9,831
PV154 - Franklin Ave W (Hennepin Ave S to Lyndale Ave S)	2,720	-	-	-	-	-	2,720
PV158 - Hennepin Ave (Lake St W to Douglas Ave)	-	-	27,221	4,787	-	-	32,008
PV160 - 1st Ave S (Franklin Ave to Grant St)	-	-	-	7,577	-	-	7,577
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	-	-	-	-	17,514	-	17,514
PV167 - Dowling Ave N, Thomas to Lyndale	-	-	-	-	15,284	-	15,284
PV169 - 38th Street, Lyndale Ave to Park Ave	-	-	-	-	-	14,506	14,506
PV172 - Chicago Ave, Lake Street to 38th Street	-	-	-	-	-	14,263	14,263

Capital Budget Summary

CLIC Recommended Budget

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	-	-	-	-	-	11,560	11,560
PV177 - 38th St E and Chicago Ave	2,524	2,660	-	-	-	-	5,184
PV178 - Johnson St NE at I-35W	-	-	2,320	-	-	-	2,320
PV99R - Reimbursable Paving Projects	3,500	3,500	3,500	3,500	3,500	3,500	21,000
Street Paving Total	**49,855**	**62,201**	**66,056**	**58,589**	**79,367**	**78,594**	**394,662**
Traffic Control and Street Lighting							
TR008 - Parkway Street Light Replacement	350	350	350	350	350	350	2,100
TR010 - Traffic Management Systems	335	650	1,250	4,340	1,850	1,850	10,275
TR011 - City Street Light Renovation	800	1,500	1,500	1,500	1,500	1,500	8,300
TR021 - Traffic Signals	2,025	2,500	2,000	2,500	2,500	2,500	14,025
TR022 - Traffic Safety Improvements	5,375	2,735	5,170	3,010	1,750	1,750	19,790
TR024 - Pedestrian Street Lighting Corridors	500	834	1,000	1,000	1,000	1,000	5,334
TR025 - Sign Replacement Program	695	895	895	895	895	895	5,170
TR99R - Reimbursable Transportation Projects	600	600	600	600	600	600	3,600
Traffic Control and Street Lighting Total	**10,680**	**10,064**	**12,765**	**14,195**	**10,445**	**10,445**	**68,594**
Water							
WTR12 - Water Distribution Improvements	9,000	10,000	11,000	12,000	12,000	12,000	66,000
WTR18 - Water Distribution Facility	12,415	15,115	-	-	-	-	27,530
WTR23 - Treatment Infrastructure Improvements	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR29 - Columbia Heights Campus Upgrades	450	3,525	4,800	4,585	1,700	-	15,060
WTR31 - Electrical Service Rehabilitation	9,700	4,600	4,300	3,400	-	-	22,000
WTR32 - Softening Plant Chemical System Improvements	1,675	7,150	4,725	-	-	-	13,550
WTR35 - Renewable Energy at Water Treatment Campuses	-	-	500	4,000	650	-	5,150
WTR9R - Reimbursable Watermain Projects	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Water Total	**39,440**	**46,130**	**30,325**	**28,985**	**19,350**	**17,000**	**181,230**
Parking							
PK004 - Off-Street Systems	1,383	3,533	-	-	-	-	4,917
Parking Total	**1,383**	**3,533**	**-**	**-**	**-**	**-**	**4,917**
Public Works Total	**181,298**	**164,228**	**153,721**	**140,954**	**185,257**	**146,189**	**971,648**
Grand Total	**216,547**	**191,300**	**179,057**	**159,122**	**198,764**	**158,700**	**1,103,490**

6-Year Capital Funding Summary

Department Requested Budget

General Infrastructure and Enterprise Funding Summary

in thousands

	2022	2023	2024	2025	2026	2027	Total	Breakdown
General								
Bonds Issued	69,913	64,933	64,186	69,858	100,190	132,684	501,764	36.7%
Contribut & Donations Private	1,500	1,500	-	-	-	-	3,000	0.2%
County Grants	8,225	3,338	6,503	1,610	2,500	1,403	23,579	1.7%
Federal Grantor Agencies	3,825	1,170	18,890	3,760	5,500	-	33,145	2.4%
General Property Taxes	2,180	2,180	2,180	2,180	2,180	1,240	12,140	0.9%
Minn Depart Of Transportation	-	7,000	-	-	-	-	7,000	0.5%
Municipal State Aid	14,100	10,505	11,900	12,015	11,800	15,104	75,424	5.5%
Other County Grants	266	-	-	-	-	-	266	0.0%
Other Local Governments	278	3,215	1,000	-	-	-	4,493	0.3%
Other Local Payments	-	1,375	-	-	-	-	1,375	0.1%
Other Minnesota Grantor Agency	-	11,550	-	-	-	-	11,550	0.8%
Other Services Provided	4,100	4,100	4,100	4,100	4,100	4,100	24,600	1.8%
Special Assessments	11,250	8,900	10,702	9,958	18,859	19,993	79,662	5.8%
State Govt Grants & Shared Rev	-	-	-	-	27,690	-	27,690	2.0%
Transfer Fr City Capital 04100	-	-	-	-	5,128	-	5,128	0.4%
Transfer Fr City General 00100	8,555	10,355	13,234	14,174	18,870	20,794	85,982	6.3%
Transfer Fr Storm Sewer 07300	1,577	1,593	1,609	1,625	3,761	1,657	11,822	0.9%
Us Dept Of Transportation	2,000	1,000	2,497	-	7,000	-	12,497	0.9%
Use Of Fund Balance	672	949	699	249	249	-	2,818	0.2%
General Total	**128,440**	**133,663**	**137,500**	**119,529**	**207,827**	**196,975**	**923,934**	**67.6%**
Enterprise								
Bonds Issued	71,125	46,215	40,625	36,785	27,650	26,800	249,200	18.2%
Other Services Provided	4,000	4,000	4,000	4,000	4,000	4,000	24,000	1.8%
Parking Revenue	2,075	5,300	4,025	4,350	4,350	3,975	24,075	1.8%
Sanitary Revenue	4,500	1,500	3,500	6,000	5,500	4,000	25,000	1.8%
Stormwater Revenue	11,700	5,000	5,000	5,000	5,000	5,000	36,700	2.7%
Water Revenue	6,000	6,000	6,000	6,000	6,000	6,000	36,000	2.6%
Enterprise Total	**99,400**	**68,015**	**63,150**	**62,135**	**52,500**	**49,775**	**394,975**	**28.9%**
Other								
Bonds Issued	17,467	21,395	-	-	-	-	38,862	2.8%
Parking Revenue	300	300	-	-	-	-	600	0.0%
Transfer Fr City General 00100	1,000	-	-	-	-	-	1,000	0.1%
Transfer Fr Equipment 06100	2,920	2,920	-	-	-	-	5,840	0.4%
Use Of Fund Balance	300	300	-	-	-	-	600	0.0%
Other Total	**21,987**	**24,915**	**-**	**-**	**-**	**-**	**46,902**	**3.4%**
Grand Total	**249,827**	**226,593**	**200,650**	**181,664**	**260,327**	**246,750**	**1,365,811**	**100.0%**

6-Year Capital Funding Summary

CLIC Recommended Budget

General Infrastructure and Enterprise Funding Summary

in thousands

	2022	2023	2024	2025	2026	2027	Total	Breakdown
General								
Bonds Issued	43,324	40,116	54,986	50,870	58,451	59,731	307,478	27.9%
Contribut & Donations Private	-	-	1,500	1,500	-	-	3,000	0.3%
County Grants	5,755	2,051	1,019	1,230	1,000	1,403	12,457	1.1%
Federal Grantor Agencies	3,825	1,170	14,730	3,760	5,500	-	28,985	2.6%
General Property Taxes	2,180	2,180	2,180	2,180	2,180	1,240	12,140	1.1%
Minn Depart Of Transportation	-	7,000	-	-	-	-	7,000	0.6%
Municipal State Aid	14,100	9,331	11,900	12,015	11,800	12,921	72,067	6.5%
Other County Grants	266	-	-	-	-	-	266	0.0%
Other Local Governments	278	3,215	1,000	-	-	-	4,493	0.4%
Other Minnesota Grantor Agency	-	11,550	-	-	-	-	11,550	1.0%
Other Services Provided	4,100	4,100	4,100	4,100	4,100	4,100	24,600	2.2%
Special Assessments	11,250	8,900	10,702	9,858	15,999	15,453	72,162	6.5%
State Govt Grants & Shared Rev	-	-	-	-	27,690	-	27,690	2.5%
Transfer Fr City General 00100	11,690	12,406	13,234	14,174	15,228	16,395	83,127	7.5%
Transfer Fr Storm Sewer 07300	1,577	1,593	1,609	1,625	1,641	1,657	9,701	0.9%
Us Dept Of Transportation	2,000	1,000	2,497	-	7,000	-	12,497	1.1%
Use Of Fund Balance	380	625	475	25	25	-	1,530	0.1%
General Total	**100,724**	**105,236**	**119,932**	**101,337**	**150,614**	**112,900**	**690,743**	**62.6%**
Enterprise								
Bonds Issued	71,125	46,215	40,625	36,785	27,650	26,800	249,200	22.6%
Other Services Provided	4,000	4,000	4,000	4,000	4,000	4,000	24,000	2.2%
Parking Revenue	1,383	3,533	-	-	-	-	4,917	0.4%
Sanitary Revenue	4,500	1,500	3,500	6,000	5,500	4,000	25,000	2.3%
Stormwater Revenue	11,700	5,000	5,000	5,000	5,000	5,000	36,700	3.3%
Water Revenue	6,000	6,000	6,000	6,000	6,000	6,000	36,000	3.3%
Enterprise Total	**98,708**	**66,248**	**59,125**	**57,785**	**48,150**	**45,800**	**375,817**	**34.1%**
Other								
Bonds Issued	13,195	16,895	-	-	-	-	30,090	2.7%
Transfer Fr City General 00100	1,000	-	-	-	-	-	1,000	0.1%
Transfer Fr Equipment 06100	2,920	2,920	-	-	-	-	5,840	0.5%
Other Total	**17,115**	**19,815**	**-**	**-**	**-**	**-**	**36,930**	**3.3%**
Grand Total	**216,547**	**191,300**	**179,057**	**159,122**	**198,764**	**158,700**	**1,103,490**	**100.0%**

Six-Year Capital Investment Allocation

CLIC Recommended Budget

General Infrastructure and Enterprise Funding Summary

	in thousands							
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**	**Breakdown**
Miscellaneous Projects	783	790	825	763	877	896	4,934	0.4%
Municipal Building Commission	10,159	2,101	37	-	-	-	12,297	1.1%
Park Board	12,980	12,980	13,330	13,405	12,630	11,615	76,940	7.0%
Public Grounds and Facilities	11,327	11,200	11,144	4,000	-	-	37,671	3.4%
Public Works	181,298	164,228	153,721	140,954	185,257	146,189	971,648	88.1%
Grand Total	**216,547**	**191,300**	**179,057**	**159,122**	**198,764**	**158,700**	**1,103,490**	**100.0%**

Public Works Department Breakdown

	in thousands							
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**	**Breakdown**
Active Mobility	500	500	500	500	500	500	3,000	0.3%
Bike-Ped	5,300	3,635	8,510	4,650	8,150	2,650	32,895	3.4%
Bridges	700	2,980	3,410	2,330	35,740	5,320	50,480	5.2%
Fleet	380	625	475	25	25	-	1,530	0.2%
Parking	1,383	3,533	-	-	-	-	4,917	0.5%
Sanitary Sewer	17,000	11,500	12,500	12,500	12,500	12,500	78,500	8.1%
Sidewalks	2,760	2,860	2,880	2,880	2,880	2,880	17,140	1.8%
Stormwater Sewer	53,300	20,200	16,300	16,300	16,300	16,300	138,700	14.3%
Street Paving	49,855	62,201	66,056	58,589	79,367	78,594	394,662	40.6%
Traffic Control and Street Lighting	10,680	10,064	12,765	14,195	10,445	10,445	68,594	7.1%
Water	39,440	46,130	30,325	28,985	19,350	17,000	181,230	18.7%
Grand Total	**181,298**	**164,228**	**153,721**	**140,954**	**185,257**	**146,189**	**971,648**	**100.0%**

2022-2027 Recommended Levy Resources by Year for the Property Tax Supported Capital Program

July 6, 2021

Finance & Property Services

amounts in thousands

USES	2021	2022	2023	2024	2025	2026	2027
PROPERTY TAX-SUPPORTED CAPITAL PROGRAM							
2022-2026 Net Debt Bonds (From 2021-2026 CIP)	32,041	33,183	33,800	35,000	36,300	37,700	-
2022-2026 Adjustment + New 2027 Year	-	9,117	11,002	4,133	(3,576)	(4,581)	30,157
20-Year Parks & Streets Plan: Bonds	18,100	9,904	7,895	15,855	18,147	25,332	29,574
20-Year Parks & Streets Plan: Pay-Go	11,287	11,690	12,406	13,234	14,174	15,228	16,395
New Public Service Building	8,700	-	4,300	-	-	-	-
Total	**70,128**	**63,894**	**69,403**	**68,221**	**65,045**	**73,679**	**76,126**

SOURCES	2021	2022	2023	2024	2025	2026	2027
Net Debt Bond Proceeds	50,141	52,204	52,697	54,988	50,870	58,451	59,731
Levy - General Fund (20-Year Parks & Streets Plan)	11,287	11,690	12,406	13,234	14,174	15,228	16,395
CIP/Charter Bonds (New Public Service Building)	8,700	-	4,300	-	-	-	-
Total	**70,128**	**63,894**	**69,403**	**68,221**	**65,045**	**73,679**	**76,126**

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

2022 Bond Redemption Levy for Capital Program	2021	2022	2023	2024	2025	2026	2027
	Certified	*Recommended*			*Anticipated*		
Starting Levy	43,830	57,380	*57,580*	*59,950*	*62,350*	*64,730*	*67,010*
Streets & Parks Funding Increase	2,050	2,120	*2,150*	*2,130*	*2,110*	*2,080*	*2,030*
Base Adjustment	1,200	(1,920)	*220*	*270*	*270*	*200*	*200*
Existing Library / Downtown Office Debt Service	10,300	-	-	-	-	-	-
Total Tax Levy	**57,380**	**57,580**	***59,950***	***62,350***	***64,730***	***67,010***	***69,240***
Growth		**0.3%**	*4.1%*	*4.0%*	*3.8%*	*3.5%*	*3.3%*

Planning for bonding 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

	in thousands							
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**	**Breakdown**
Miscellaneous Projects	783	790	825	763	877	896	4,934	0.9%
Municipal Building Commission	7,625	2,338	4,725	380	-	-	15,068	2.8%
Park Board	10,500	10,500	10,500	10,500	10,500	10,500	63,000	11.7%
Public Grounds and Facilities	31,249	34,668	16,549	25,680	10,910	8,525	127,581	23.6%
Public Works	37,223	38,032	31,587	32,535	77,903	112,763	330,043	61.0%
Grand Total	**87,380**	**86,328**	**64,186**	**69,858**	**100,190**	**132,684**	**540,626**	**100.0%**

CLIC Recommended Budget

Summarized by Major Type of Infrastructure

	in thousands							
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**	**Breakdown**
Miscellaneous Projects	783	790	825	763	877	896	4,934	1.5%
Municipal Building Commission	5,155	1,051	19	-	-	-	6,224	1.9%
Park Board	10,500	10,500	10,850	10,925	10,150	10,075	63,000	19.2%
Public Grounds and Facilities	10,327	11,200	9,644	2,500	-	-	33,671	10.2%
Public Works	25,439	29,155	33,649	36,682	47,424	48,760	221,110	67.2%
Grand Total	**52,204**	**52,696**	**54,986**	**50,870**	**58,451**	**59,731**	**328,938**	**100.0%**

Capital Budget Summary
CLIC Recommended Budget

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Miscellaneous Projects							
ART01 - Art in Public Places							
Bonds Issued	783	790	825	763	877	896	4,934
ART01 - Art in Public Places Total	783	790	825	763	877	896	4,934
Miscellaneous Projects Total	**783**	**790**	**825**	**763**	**877**	**896**	**4,934**
Municipal Building Commission							
MBC01 - Life Safety Improvements							
Bonds Issued	3,035	-	-	-	-	-	3,035
County Grants	3,035	-	-	-	-	-	3,035
MBC01 - Life Safety Improvements Total	6,069	-	-	-	-	-	6,069
MBC02 - Mechanical Systems Upgrade							
Bonds Issued	1,452	-	-	-	-	-	1,452
County Grants	1,452	-	-	-	-	-	1,452
MBC02 - Mechanical Systems Upgrade Total	2,903	-	-	-	-	-	2,903
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade							
Bonds Issued	150	-	-	-	-	-	150
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade Total	150	-	-	-	-	-	150
MBC16 - Building-Wide Electrical Upgrades							
Bonds Issued	519	1,051	19	-	-	-	1,588
County Grants	519	1,051	19	-	-	-	1,588
MBC16 - Building-Wide Electrical Upgrades Total	1,037	2,101	37	-	-	-	3,175
Municipal Building Commission Total	**10,159**	**2,101**	**37**	**-**	**-**	**-**	**12,297**
Park Board							
PRK02 - Playground and Site Improvements Program							
Bonds Issued	1,014	1,065	1,062	1,275	1,000	1,000	6,416
General Property Taxes	-	355	459	425	-	-	1,239
PRK02 - Playground and Site Improvements Program Total	1,014	1,420	1,521	1,700	1,000	1,000	7,655
PRK03 - Shelter - Pool - Site Improvements Program							
Bonds Issued	336	248	-	-	-	-	584
General Property Taxes	-	260	-	-	-	-	260
PRK03 - Shelter - Pool - Site Improvements Program Total	336	508	-	-	-	-	844
PRK04 - Athletic Fields -Site Improvements Program							
Bonds Issued	-	-	-	-	820	-	820
General Property Taxes	-	-	-	-	280	-	280
PRK04 - Athletic Fields -Site Improvements Program Total	-	-	-	-	1,100	-	1,100
PRK33 - Bryn Mawr Meadows Field Improvements							
Bonds Issued	1,333	-	-	-	-	-	1,333
General Property Taxes	372	-	-	-	-	-	372
PRK33 - Bryn Mawr Meadows Field Improvements Total	1,705	-	-	-	-	-	1,705
PRK37 - Powderhorn Park Implementation							
Bonds Issued	468	-	-	-	-	-	468
General Property Taxes	200	-	-	-	-	-	200
PRK37 - Powderhorn Park Implementation Total	668	-	-	-	-	-	668
PRK40 - Elliot Park Implementation							
Bonds Issued	-	515	737	-	-	-	1,252
General Property Taxes	-	-	251	-	-	-	251
PRK40 - Elliot Park Implementation Total	-	515	988	-	-	-	1,503
PRK41 - East Phillips Park Implementation							
Bonds Issued	428	-	-	970	-	-	1,398

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
PRK41 - East Phillips Park Implementation Total	428	-	-	970	-	-	1,398
PRK42 - Farview Park Implementation							
Bonds Issued	-	500	500	-	-	-	1,000
General Property Taxes	-	250	-	-	-	-	250
PRK42 - Farview Park Implementation Total	-	750	500	-	-	-	1,250
PRK43 - Audubon Park Implementation							
Bonds Issued	-	-	1,125	100	-	-	1,225
General Property Taxes	-	-	230	-	-	-	230
PRK43 - Audubon Park Implementation Total	-	-	1,355	100	-	-	1,455
PRK44 - Bottineau Park Implementation							
Bonds Issued	-	-	-	715	440	-	1,155
General Property Taxes	-	-	-	245	-	-	245
PRK44 - Bottineau Park Implementation Total	-	-	-	960	440	-	1,400
PRK45 - Logan Park Implementation							
Bonds Issued	-	-	-	630	550	-	1,180
General Property Taxes	-	-	-	-	200	-	200
PRK45 - Logan Park Implementation Total	-	-	-	630	750	-	1,380
PRK46 - Lynnhurst Park Implementation							
Bonds Issued	-	-	-	-	1,340	-	1,340
General Property Taxes	-	-	-	-	460	-	460
PRK46 - Lynnhurst Park Implementation Total	-	-	-	-	1,800	-	1,800
PRKCP - Neighborhood Parks Capital Infrastructure							
Bonds Issued	3,721	4,947	4,226	4,035	2,800	5,875	25,604
General Property Taxes	1,013	755	680	950	680	680	4,758
PRKCP - Neighborhood Parks Capital Infrastructure Total	4,734	5,702	4,906	4,985	3,480	6,555	30,362
PRKDT - Diseased Tree Removal							
Special Assessments	300	300	300	300	300	300	1,800
PRKDT - Diseased Tree Removal Total	300	300	300	300	300	300	1,800
PRKRP - Neighborhood Parks Rehabilitation Program							
Bonds Issued	3,200	3,225	3,200	3,200	3,200	3,200	19,225
General Property Taxes	595	560	560	560	560	560	3,395
PRKRP - Neighborhood Parks Rehabilitation Program Total	3,795	3,785	3,760	3,760	3,760	3,760	22,620
Park Board Total	**12,980**	**12,980**	**13,330**	**13,405**	**12,630**	**11,615**	**76,940**
Public Grounds and Facilities							
FIR11 - Fire Station No. 11							
Bonds Issued	-	4,000	5,144	-	-	-	9,144
FIR11 - Fire Station No. 11 Total	-	4,000	5,144	-	-	-	9,144
FIR12 - Fire Station No. 1 Renovation and Expansion							
Bonds Issued	427	-	-	-	-	-	427
FIR12 - Fire Station No. 1 Renovation and Expansion Total	427	-	-	-	-	-	427
PSD16 - Farmers Market Improvements							
Bonds Issued	-	-	2,500	2,500	-	-	5,000
Contribut & Donations Private	-	-	1,500	1,500	-	-	3,000
PSD16 - Farmers Market Improvements Total	-	-	4,000	4,000	-	-	8,000
PSD20 - City Hall and New Public Services Center							
Bonds Issued	3,700	4,700	-	-	-	-	8,400
Transfer Fr City General 00100	1,000	-	-	-	-	-	1,000
PSD20 - City Hall and New Public Services Center Total	4,700	4,700	-	-	-	-	9,400
PSD25 - 911							
Bonds Issued	6,200	2,500	2,000	-	-	-	10,700
PSD25 - 911 Total	6,200	2,500	2,000	-	-	-	10,700
Public Grounds and Facilities Total	**11,327**	**11,200**	**11,144**	**4,000**	**-**	**-**	**37,671**

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Public Works							
Active Mobility							
VZ001 - Vision Zero Program							
Bonds Issued	500	500	500	500	500	500	3,000
VZ001 - Vision Zero Program Total	500	500	500	500	500	500	3,000
Bike-Ped							
BIK28 - Protected Bikeways Program							
Bonds Issued	1,000	500	1,500	1,000	1,000	1,000	6,000
Federal Grantor Agencies	-	-	3,760	-	-	-	3,760
Municipal State Aid	-	500	-	-	-	-	500
BIK28 - Protected Bikeways Program Total	1,000	1,000	5,260	1,000	1,000	1,000	10,260
BP001 - Safe Routes to School Program							
Bonds Issued	1,000	400	1,000	400	400	400	3,600
Us Dept Of Transportation	1,000	-	1,000	-	-	-	2,000
BP001 - Safe Routes to School Program Total	2,000	400	2,000	400	400	400	5,600
BP004 - Pedestrian Safety Program							
Bonds Issued	500	500	1,000	1,000	1,000	1,000	5,000
Municipal State Aid	500	500	-	-	-	-	1,000
Us Dept Of Transportation	1,000	1,000	-	-	-	-	2,000
BP004 - Pedestrian Safety Program Total	2,000	2,000	1,000	1,000	1,000	1,000	8,000
BP006 - 18th Ave NE Trail Gap (Marshall to California)							
Bonds Issued	300	235	-	-	-	-	535
BP006 - 18th Ave NE Trail Gap (Marshall to California) Total	300	235	-	-	-	-	535
BP007 - Northside Greenway Phase 1, Humbolt/Irving Ave N							
Bonds Issued	-	-	-	2,000	-	-	2,000
Federal Grantor Agencies	-	-	-	-	5,500	-	5,500
BP007 - Northside Greenway Phase 1, Humbolt/Irving Ave N Total	-	-	-	2,000	5,500	-	7,500
BP008 - Public Space Program							
Bonds Issued	-	-	250	250	250	250	1,000
BP008 - Public Space Program Total	-	-	250	250	250	250	1,000
Bridges							
BR101 - Major Bridges Repair and Rehabilitation							
Bonds Issued	700	500	500	500	500	500	3,200
BR101 - Major Bridges Repair and Rehabilitation Total	700	500	500	500	500	500	3,200
BR127 - Nicollet Ave over Minnehaha Creek							
Bonds Issued	-	-	-	-	2,800	-	2,800
State Govt Grants & Shared Rev	-	-	-	-	27,690	-	27,690
BR127 - Nicollet Ave over Minnehaha Creek Total	-	-	-	-	30,490	-	30,490
BR134 - Bridge 9 Program							
Bonds Issued	-	2,480	2,910	1,830	4,750	4,820	16,790
BR134 - Bridge 9 Program Total	-	2,480	2,910	1,830	4,750	4,820	16,790
Fleet							
FLT02 - Vehicle Hoists							
Use Of Fund Balance	75	25	25	25	25	-	175
FLT02 - Vehicle Hoists Total	75	25	25	25	25	-	175
FLT03 - Vehicle Maintenance Systems							
Use Of Fund Balance	30	600	450	-	-	-	1,080
FLT03 - Vehicle Maintenance Systems Total	30	600	450	-	-	-	1,080
FLT04 - Motor Pool Management System							
Use Of Fund Balance	100	-	-	-	-	-	100
FLT04 - Motor Pool Management System Total	100	-	-	-	-	-	100
FLT05 - Fuel ICU Upgrade to Meet Card Reader Specs							
Use Of Fund Balance	110	-	-	-	-	-	110
FLT05 - Fuel ICU Upgrade to Meet Card Reader Specs Total	110	-	-	-	-	-	110

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
FLT06 - Tire Balancing Equipment for Currie							
Use Of Fund Balance	15	-	-	-	-	-	15
FLT06 - Tire Balancing Equipment for Currie Total	15	-	-	-	-	-	15
FLT07 - Traka Key							
Use Of Fund Balance	50	-	-	-	-	-	50
FLT07 - Traka Key Total	50	-	-	-	-	-	50
Sanitary Sewer							
SA001 - Sanitary Tunnel & Sewer Rehab Program							
Bonds Issued	6,000	4,000	4,000	3,000	3,500	4,500	25,000
Sanitary Revenue	2,000	1,000	2,000	3,000	2,500	1,500	12,000
SA001 - Sanitary Tunnel & Sewer Rehab Program Total	8,000	5,000	6,000	6,000	6,000	6,000	37,000
SA036 - Infiltration & Inflow Removal Program							
Bonds Issued	2,500	2,500	2,000	500	500	500	8,500
Sanitary Revenue	-	-	500	2,000	2,000	2,000	6,500
SA036 - Infiltration & Inflow Removal Program Total	2,500	2,500	2,500	2,500	2,500	2,500	15,000
SA99R - Reimbursable Sanitary Sewer Projects							
Other Services Provided	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SA99R - Reimbursable Sanitary Sewer Projects Total	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SAPVR - Sanitary Sewer Paving Project Program							
Bonds Issued	3,000	2,500	2,000	2,000	2,000	2,500	14,000
Sanitary Revenue	2,500	500	1,000	1,000	1,000	500	6,500
SAPVR - Sanitary Sewer Paving Project Program Total	5,500	3,000	3,000	3,000	3,000	3,000	20,500
Sidewalks							
SWK01 - Defective Hazardous Sidewalks							
Bonds Issued	460	560	580	580	580	580	3,340
Special Assessments	2,000	2,000	2,000	2,000	2,000	2,000	12,000
SWK01 - Defective Hazardous Sidewalks Total	2,460	2,560	2,580	2,580	2,580	2,580	15,340
SWK02 - Sidewalk Gaps							
Bonds Issued	300	300	300	300	300	300	1,800
SWK02 - Sidewalk Gaps Total	300	300	300	300	300	300	1,800
Stormwater Sewer							
SW004 - Implementation of US EPA Storm Water Regs							
Stormwater Revenue	250	250	250	250	250	250	1,500
SW004 - Implementation of US EPA Storm Water Regs Total	250	250	250	250	250	250	1,500
SW005 - Combined Sewer Overflow Improvements							
Stormwater Revenue	750	750	750	750	750	750	4,500
SW005 - Combined Sewer Overflow Improvements Total	750	750	750	750	750	750	4,500
SW011 - Storm Drains and Tunnels Rehab Program							
Bonds Issued	2,000	2,000	2,300	2,300	2,300	2,300	13,200
Stormwater Revenue	1,000	1,000	700	700	700	700	4,800
SW011 - Storm Drains and Tunnels Rehab Program Total	3,000	3,000	3,000	3,000	3,000	3,000	18,000
SW039 - Flood Mitigation - Stormwater Alternatives							
Bonds Issued	1,000	4,700	6,000	6,000	6,000	6,000	29,700
Stormwater Revenue	4,000	1,300	1,000	1,000	1,000	1,000	9,300
SW039 - Flood Mitigation - Stormwater Alternatives Total	5,000	6,000	7,000	7,000	7,000	7,000	39,000
SW040 - Central City Parallel Storm Tunnel							
Bonds Issued	36,600	6,000	-	-	-	-	42,600
Stormwater Revenue	3,700	-	-	-	-	-	3,700
SW040 - Central City Parallel Storm Tunnel Total	40,300	6,000	-	-	-	-	46,300
SW99R - Reimbursable Sewer & Storm Drain Projects							
Other Services Provided	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SW99R - Reimbursable Sewer & Storm Drain Projects Total	1,000	1,000	1,000	1,000	1,000	1,000	6,000
SWPVR - Storm Sewer Paving Project Program							

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Bonds Issued	1,000	1,500	2,000	2,000	2,000	2,000	10,500
Stormwater Revenue	2,000	1,700	2,300	2,300	2,300	2,300	12,900
SWPVR - Storm Sewer Paving Project Program Total	3,000	3,200	4,300	4,300	4,300	4,300	23,400
Street Paving							
PV001 - Parkway Paving Program							
Bonds Issued	700	700	700	700	700	700	4,200
Special Assessments	50	50	50	50	50	50	300
PV001 - Parkway Paving Program Total	750	750	750	750	750	750	4,500
PV056 - Asphalt Pavement Resurfacing Program							
Bonds Issued	1,227	2,100	2,100	2,100	2,100	2,100	11,727
Special Assessments	4,915	4,915	4,915	4,915	4,915	4,915	29,490
Transfer Fr City General 00100	873	-	-	-	-	-	873
PV056 - Asphalt Pavement Resurfacing Program Total	7,015	7,015	7,015	7,015	7,015	7,015	42,090
PV059 - Major Pavement Maintenance Program							
Bonds Issued	250	250	250	250	250	250	1,500
PV059 - Major Pavement Maintenance Program Total	250	250	250	250	250	250	1,500
PV074 - CSAH & MnDOT Cooperative Projects							
Bonds Issued	-	1,529	3,550	7,179	1,893	1,000	15,151
Municipal State Aid	1,850	1,500	-	-	-	-	3,350
Special Assessments	943	710	-	550	-	-	2,203
Transfer Fr City General 00100	2,262	2,051			478		4,791
PV074 - CSAH & MnDOT Cooperative Projects Total	5,055	5,790	3,550	7,729	2,371	1,000	25,495
PV104 - ADA Ramp Replacement Program							
Bonds Issued	500	500	500	500	500	500	3,000
PV104 - ADA Ramp Replacement Program Total	500	500	500	500	500	500	3,000
PV108 - Concrete Streets Rehabilitation Program							
Bonds Issued	-	-	3,134	481	882	4,554	9,051
Special Assessments	200	250	250	500	500	500	2,200
Transfer Fr City General 00100	-	2,568	2,567	3,815	3,414	-	12,364
PV108 - Concrete Streets Rehabilitation Program Total	200	2,818	5,951	4,796	4,796	5,054	23,615
PV113 - 29th St W Phase 2							
Bonds Issued	-	-	-	-	1,934	-	1,934
Special Assessments	-	-	-	-	70	-	70
PV113 - 29th St W Phase 2 Total	-	-	-	-	2,004	-	2,004
PV122 - Dowling Ave (I-94 to 1st St N)							
Bonds Issued	-	2,952	-	-	-	-	2,952
Municipal State Aid	-	3,219	-	-	-	-	3,219
Other Minnesota Grantor Agency	-	11,550	-	-	-	-	11,550
Special Assessments	-	175	-	-	-	-	175
Transfer Fr City General 00100	-	1,760	-	-	-	-	1,760
PV122 - Dowling Ave (I-94 to 1st St N) Total	-	19,656	-	-	-	-	19,656
PV123 - Logan Park Industrial							
Bonds Issued	-	-	-	-	3,660	-	3,660
Special Assessments	-	-	-	-	2,545	-	2,545
PV123 - Logan Park Industrial Total	-	-	-	-	6,205	-	6,205
PV126 - Bryant Ave S (50th St W to Lake St W)							
Bonds Issued	6,123	1,540	2,925	-	-	-	10,588
Municipal State Aid	950	-	-	-	-	-	950
Other County Grants	266	-	-	-	-	-	266
Special Assessments	2,155	-	-	-	-	-	2,155
Transfer Fr City General 00100	1,254	1,649	483	-	-	-	3,386
Transfer Fr Storm Sewer 07300	1,577	1,593	-	-	-	-	3,170
PV126 - Bryant Ave S (50th St W to Lake St W) Total	12,325	4,782	3,408	-	-	-	20,515
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)							
Minn Depart Of Transportation	-	7,000	-	-	-	-	7,000
Municipal State Aid	-	2,047	-	-	-	-	2,047
Other Local Governments	-	3,215	-	-	-	-	3,215

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Special Assessments	-	400	-	-	-	-	400
Transfer Fr City General 00100	-	638	-	-	-	-	638
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd) Total	-	13,300	-	-	-	-	13,300
PV131 - Res Neighborhood Reconst Projects							
Bonds Issued	-	-	-	-	-	4,767	4,767
Special Assessments	577	100	-	533	533	900	2,643
Transfer Fr City General 00100	2,391	1,080	-	6,264	6,264	-	15,999
PV131 - Res Neighborhood Reconst Projects Total	2,968	1,180	-	6,797	6,797	5,667	23,409
PV132 - 1st Ave S (Lake St to Franklin Ave)							
Bonds Issued	-	-	2,333	1,057	-	-	3,390
Municipal State Aid	-	-	-	3,000	-	-	3,000
Other Local Governments	-	-	1,000	-	-	-	1,000
Special Assessments	-	-	1,392	-	-	-	1,392
Transfer Fr City General 00100	-	-	6,866	1,881	-	-	8,747
PV132 - 1st Ave S (Lake St to Franklin Ave) Total	-	-	11,591	5,938	-	-	17,529
PV137 - 29th Ave NE (Central to Stinson)							
Bonds Issued	-	-	-	-	6,369	-	6,369
Special Assessments	-	-	-	-	2,836	-	2,836
Transfer Fr City General 00100	-	-	-	-	1,625	-	1,625
Transfer Fr Storm Sewer 07300	-	-	-	-	670	-	670
PV137 - 29th Ave NE (Central to Stinson) Total	-	-	-	-	11,500	-	11,500
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)							
Bonds Issued	-	-	-	-	-	1,022	1,022
Municipal State Aid	-	-	-	-	-	4,474	4,474
Special Assessments	-	-	-	-	-	933	933
PV138 - 26th St E (Minnehaha Ave to 29th Ave S) Total	-	-	-	-	-	6,429	6,429
PV140 - 13th Ave NE (Sibley St NE to 4th St NE)							
Bonds Issued	-	-	-	-	-	1,802	1,802
Municipal State Aid	-	-	-	-	-	3,096	3,096
Special Assessments	-	-	-	-	-	870	870
PV140 - 13th Ave NE (Sibley St NE to 4th St NE) Total	-	-	-	-	-	5,768	5,768
PV141 - Grand Ave S (Lake St W to 48th St W)							
Bonds Issued	2,103	-	-	-	-	-	2,103
Municipal State Aid	7,950	-	-	-	-	-	7,950
Transfer Fr City General 00100	697	-	-	-	-	-	697
PV141 - Grand Ave S (Lake St W to 48th St W) Total	10,750	-	-	-	-	-	10,750
PV142 - Downtown East Paving							
Transfer Fr City General 00100	1,298	-	-	-	-	-	1,298
PV142 - Downtown East Paving Total	1,298	-	-	-	-	-	1,298
PV143 - North Industrial							
Bonds Issued	-	-	-	-	-	472	472
Special Assessments	-	-	-	-	-	1,860	1,860
PV143 - North Industrial Total	-	-	-	-	-	2,332	2,332
PV150 - 1st Ave N (10th St N to Wash Ave)							
Bonds Issued	-	-	-	3,836	-	-	3,836
Municipal State Aid	-	-	-	4,115	-	-	4,115
Special Assessments	-	-	-	300	-	-	300
Transfer Fr City General 00100	-	-	-	699	881	-	1,580
PV150 - 1st Ave N (10th St N to Wash Ave) Total	-	-	-	8,950	881	-	9,831
PV154 - Franklin Ave W (Hennepin Ave S to Lyndale Ave S)							
Bonds Issued	180	-	-	-	-	-	180
Municipal State Aid	1,100	-	-	-	-	-	1,100
Special Assessments	110	-	-	-	-	-	110
Transfer Fr City General 00100	1,330	-	-	-	-	-	1,330
PV154 - Franklin Ave W (Hennepin Ave S to Lyndale Ave S) Total	2,720	-	-	-	-	-	2,720
PV158 - Hennepin Ave (Lake St W to Douglas Ave)							
Bonds Issued	-	-	1,049	750	-	-	1,799

	in thousands						
	2022	2023	2024	2025	2026	2027	Total
Federal Grantor Agencies	-	-	7,550	-	-	-	7,550
Municipal State Aid	-	-	11,900	2,522	-	-	14,422
Special Assessments	-	-	1,795	-	-	-	1,795
Transfer Fr City General 00100	-	-	3,318	1,515	-	-	4,833
Transfer Fr Storm Sewer 07300	-	-	1,609	-	-	-	1,609
PV158 - Hennepin Ave (Lake St W to Douglas Ave) Total	-	-	27,221	4,787	-	-	32,008
PV160 - 1st Ave S (Franklin Ave to Grant St)							
Bonds Issued	-	-	-	2,634	-	-	2,634
County Grants	-	-	-	230	-	-	230
Municipal State Aid	-	-	-	2,378	-	-	2,378
Special Assessments	-	-	-	710	-	-	710
Transfer Fr Storm Sewer 07300	-	-	-	1,625	-	-	1,625
PV160 - 1st Ave S (Franklin Ave to Grant St) Total	-	-	-	7,577	-	-	7,577
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)							
Bonds Issued	-	-	-	-	996	-	996
Municipal State Aid	-	-	-	-	7,323	-	7,323
Special Assessments	-	-	-	-	1,270	-	1,270
Transfer Fr Storm Sewer 07300	-	-	-	-	925	-	925
Us Dept Of Transportation	-	-	-	-	7,000	-	7,000
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl) Total	-	-	-	-	17,514	-	17,514
PV167 - Dowling Ave N, Thomas to Lyndale							
Bonds Issued	-	-	-	-	7,215	-	7,215
Municipal State Aid	-	-	-	-	4,477	-	4,477
Special Assessments	-	-	-	-	980	-	980
Transfer Fr City General 00100	-	-	-	-	2,566	-	2,566
Transfer Fr Storm Sewer 07300	-	-	-	-	46	-	46
PV167 - Dowling Ave N, Thomas to Lyndale Total	-	-	-	-	15,284	-	15,284
PV169 - 38th Street, Lyndale Ave to Park Ave							
Bonds Issued	-	-	-	-	-	521	521
County Grants	-	-	-	-	-	403	403
Municipal State Aid	-	-	-	-	-	2,116	2,116
Special Assessments	-	-	-	-	-	835	835
Transfer Fr City General 00100	-	-	-	-	-	8,974	8,974
Transfer Fr Storm Sewer 07300	-	-	-	-	-	1,657	1,657
PV169 - 38th Street, Lyndale Ave to Park Ave Total	-	-	-	-	-	14,506	14,506
PV172 - Chicago Ave, Lake Street to 38th Street							
Bonds Issued	-	-	-	-	-	4,280	4,280
Municipal State Aid	-	-	-	-	-	842	842
Special Assessments	-	-	-	-	-	1,720	1,720
Transfer Fr City General 00100	-	-	-	-	-	7,421	7,421
PV172 - Chicago Ave, Lake Street to 38th Street Total	-	-	-	-	-	14,263	14,263
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue							
Bonds Issued	-	-	-	-	-	8,597	8,597
Municipal State Aid	-	-	-	-	-	2,393	2,393
Special Assessments	-	-	-	-	-	570	570
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue Total	-	-	-	-	-	11,560	11,560
PV177 - 38th St E and Chicago Ave							
Bonds Issued	661	-	-	-	-	-	661
Other Local Governments	278	-	-	-	-	-	278
Transfer Fr City General 00100	1,585	2,660	-	-	-	-	4,245
PV177 - 38th St E and Chicago Ave Total	2,524	2,660	-	-	-	-	5,184
PV178 - Johnson St NE at I-35W							
Bonds Issued	-	-	823	-	-	-	823
Us Dept Of Transportation	-	-	1,497	-	-	-	1,497
PV178 - Johnson St NE at I-35W Total	-	-	2,320	-	-	-	2,320
PV99R - Reimbursable Paving Projects							
Other Services Provided	3,500	3,500	3,500	3,500	3,500	3,500	21,000
PV99R - Reimbursable Paving Projects Total	3,500	3,500	3,500	3,500	3,500	3,500	21,000

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Traffic Control and Street Lighting							
TR008 - Parkway Street Light Replacement							
Bonds Issued	350	350	350	350	350	350	2,100
TR008 - Parkway Street Light Replacement Total	350	350	350	350	350	350	2,100
TR010 - Traffic Management Systems							
Bonds Issued	335	400	1,000	1,590	1,600	1,600	6,525
County Grants	-	250	250	250	250	250	1,250
Federal Grantor Agencies	-	-	-	2,500	-	-	2,500
TR010 - Traffic Management Systems Total	335	650	1,250	4,340	1,850	1,850	10,275
TR011 - City Street Light Renovation							
Bonds Issued	800	1,500	1,500	1,500	1,500	1,500	8,300
TR011 - City Street Light Renovation Total	800	1,500	1,500	1,500	1,500	1,500	8,300
TR021 - Traffic Signals							
Bonds Issued	525	1,250	1,750	2,250	2,250	2,250	10,275
County Grants	250	250	250	250	250	250	1,500
Municipal State Aid	1,250	1,000	-	-	-	-	2,250
TR021 - Traffic Signals Total	2,025	2,500	2,000	2,500	2,500	2,500	14,025
TR022 - Traffic Safety Improvements							
Bonds Issued	550	500	1,250	1,250	1,250	1,250	6,050
County Grants	500	500	500	500	500	500	3,000
Federal Grantor Agencies	3,825	1,170	3,420	1,260	-	-	9,675
Municipal State Aid	500	565	-	-	-	-	1,065
TR022 - Traffic Safety Improvements Total	5,375	2,735	5,170	3,010	1,750	1,750	19,790
TR024 - Pedestrian Street Lighting Corridors							
Bonds Issued	500	834	1,000	1,000	1,000	1,000	5,334
TR024 - Pedestrian Street Lighting Corridors Total	500	834	1,000	1,000	1,000	1,000	5,334
TR025 - Sign Replacement Program							
Bonds Issued	695	895	895	895	895	895	5,170
TR025 - Sign Replacement Program Total	695	895	895	895	895	895	5,170
TR99R - Reimbursable Transportation Projects							
Other Services Provided	600	600	600	600	600	600	3,600
TR99R - Reimbursable Transportation Projects Total	600	600	600	600	600	600	3,600
Water							
WTR12 - Water Distribution Improvements							
Bonds Issued	6,000	7,000	8,000	9,000	9,000	9,000	48,000
Water Revenue	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR12 - Water Distribution Improvements Total	9,000	10,000	11,000	12,000	12,000	12,000	66,000
WTR18 - Water Distribution Facility							
Bonds Issued	9,495	12,195	-	-	-	-	21,690
Transfer Fr Equipment 06100	2,920	2,920	-	-	-	-	5,840
WTR18 - Water Distribution Facility Total	12,415	15,115	-	-	-	-	27,530
WTR23 - Treatment Infrastructure Improvements							
Water Revenue	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR23 - Treatment Infrastructure Improvements Total	3,000	3,000	3,000	3,000	3,000	3,000	18,000
WTR27 - Automated Metering Infrastructure							
Bonds Issued	1,200	740	-	-	-	-	1,940
WTR27 - Automated Metering Infrastructure Total	1,200	740	-	-	-	-	1,940
WTR29 - Columbia Heights Campus Upgrades							
Bonds Issued	450	3,525	4,800	4,585	1,700	-	15,060
WTR29 - Columbia Heights Campus Upgrades Total	450	3,525	4,800	4,585	1,700	-	15,060
WTR31 - Electrical Service Rehabilitation							
Bonds Issued	9,700	4,600	4,300	3,400	-	-	22,000
WTR31 - Electrical Service Rehabilitation Total	9,700	4,600	4,300	3,400	-	-	22,000
WTR32 - Softening Plant Chemical System Improvements							

	in thousands						
	2022	**2023**	**2024**	**2025**	**2026**	**2027**	**Total**
Bonds Issued	1,675	7,150	4,725	-	-	-	13,550
WTR32 - Softening Plant Chemical System Improvements Total	1,675	7,150	4,725	-	-	-	13,550
WTR35 - Renewable Energy at Water Treatment Campuses							
Bonds Issued	-	-	500	4,000	650	-	5,150
WTR35 - Renewable Energy at Water Treatment Campuses Total	-	-	500	4,000	650	-	5,150
WTR9R - Reimbursable Watermain Projects							
Other Services Provided	2,000	2,000	2,000	2,000	2,000	2,000	12,000
WTR9R - Reimbursable Watermain Projects Total	2,000	2,000	2,000	2,000	2,000	2,000	12,000
Parking							
PK004 - Off-Street Systems							
Parking Revenue	1,383	3,533	-	-	-	-	4,917
PK004 - Off-Street Systems Total	1,383	3,533	-	-	-	-	4,917
Public Works Total	**181,298**	**164,228**	**153,721**	**140,954**	**185,257**	**146,189**	**971,648**
Grand Total	**216,547**	**191,300**	**179,057**	**159,122**	**198,764**	**158,700**	**1,103,490**

CLIC Comprehensive Project Rankings

Highest to Lowest Score - 123 Projects Ranked

	Score	Rank
Top Third		
SA001 - Sanitary Tunnel & Sewer Rehab Program	238.20	1
SWK01 - Defective Hazardous Sidewalks	219.40	2
SA036 - Infiltration & Inflow Removal Program	218.13	3
PRKCP - Neighborhood Parks Capital Infrastructure	218.00	4
SW011 - Storm Drains and Tunnels Rehab Program	216.93	5
WTR23 - Treatment Infrastructure Improvements	214.87	6
PRKDT - Diseased Tree Removal	214.47	7
TR011 - City Street Light Renovation	214.27	8
PV104 - ADA Ramp Replacement Program	213.53	9
PRK02 - Playground and Site Improvements Program	213.53	9
PV074 - CSAH & MnDOT Cooperative Projects	212.13	10
SW004 - Implementation of US EPA Storm Water Regs	211.40	11
WTR12 - Water Distribution Improvements	208.00	12
SW005 - Combined Sewer Overflow Improvements	207.07	13
SW039 - Flood Mitigation - Stormwater Alternatives	205.93	14
PRK33 - Bryn Mawr Meadows Field Improvements	205.87	15
SW040 - Central City Parallel Storm Tunnel	205.27	16
PRKRP - Neighborhood Parks Rehabilitation Program	204.33	17
TR021 - Traffic Signals	201.73	18
TR022 - Traffic Safety Improvements	201.40	19
BR101 - Major Bridge Repair and Rehabilitation	200.80	20
PV122 - Dowling Ave (I-94 to 1st St N)	200.13	21
PV001 - Parkway Paving Program	200.07	22
TR024 - Pedestrian Street Lighting Corridors	199.87	23
PV059 - Major Pavement Maintenance Program	197.67	24
TR008 - Traffic Control & Street Lighting	197.47	25
PV108 - Concrete Streets Rehabilitation Program	197.40	26
PV056 - Asphalt Pavement Resurfacing Program	196.60	27
TR010 - Traffic Management Systems	195.73	28
PRK03 - Shelter - Pool - Site Improvements Program	195.40	29
PSD24 - Solar (Various Locations)	195.13	30
WTR18 - Water Distribution Facility	194.27	31
BP004 – Pedestrian Safety Program	193.13	32
FIR11 - Fire Station No. 11	193.00	33
BR127 - Nicollet Ave over Minnehaha Creek	192.73	34
SWK02 - Sidewalk Gaps	191.00	35
WTR35 - Renewable Energy at Water Treatment Campuses	189.40	36
BP001 - Safe Routes to School Program	188.73	37
BIK28 - Protected Bikeways Program	187.33	38
WTR27 - Automated Meter Infrastructure	185.80	39
WTR29 - Columbia Heights Campus Upgrades	185.60	40

CLIC Comprehensive Project Rankings

Highest to Lowest Score - 123 Projects Ranked

	Score	Rank
Middle Third		
PV113 - 29th St W Phase 2	185.47	41
MBC01 - Life Safety Improvements	184.00	42
SAPVR - Sanitary Sewer Paving Project Program	183.07	43
TR025 - Sign Replacement Program	181.00	44
PRK46 - Lynnhurst Park Implementation	179.60	45
PSD16 - Farmer's Market Improvements	179.40	46
WTR31 - Electrical Service Rehabilitation	178.80	47
PRK41 - East Phillips Park Implementation	178.53	48
MBC02 - Mechanical Systems Upgrade	177.80	49
ART01 - Art in Public Places	177.73	50
PV123 - Logan Park Industrial	177.60	51
VZ001 - Vision Zero Program	177.07	52
PV131 - Res Neighborhood Reconst Projects	176.93	53
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	176.67	54
PRK37 - Powderhorn Park Implementation	175.73	55
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	175.40	56
PV154 - Franklin Ave W (Hennepin to Lyndale)	175.27	57
PV137 - 29th Ave NE (Central to Stinson)	174.33	58
PRK42 - Farview Park Implementation	173.87	59
PRK40 - Elliot Park Implementation	173.40	60
PRK44 - Bottineau Park Implementation	173.40	60
PV126 - Bryant Ave S (50th St W to Lake St W)	173.13	61
PV158 - Hennepin Ave (Lake St W to Douglas Ave)	172.73	62
PV141 - Grand Ave S (Lake to 46th)	172.00	63
PRK43 - Audubon Park Implementation	170.73	64
PV140 - 13th Ave NE (Sibley to Wash Sts NE)	169.67	65
PV167 - Dowling Ave N, Thomas to Lyndale	168.47	66
PRK45 - Logan Park Implementation	167.27	67
PV132 - 1st Ave S (Lake St to Franklin Ave)	167.07	68
PV172 - Chicago Ave, Lake Street to 38th Street	166.73	69
PV160 - 1st Ave S (Franklin Ave to Grant St)	163.73	70
PV143 - North Industrial	163.33	71
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	162.07	72
PRK04 - Athletic Fields -Site Improvements Program	161.40	73
MBC16 - Building-Wide Electrical Upgrades	161.00	74
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	160.67	75
BP006 - 18th Ave NE Trail Gap (Marshall to California)	159.93	76
FIR12 - Fire Station No. 1 Renovation and Expansion	159.87	77
PV179 - 7th Street N (10th Street N to Lyndale Ave N)	159.73	78
PV177 - 38th St E and Chicago Ave	159.20	79
SWPVR - Storm Sewer Paving Project Program	158.87	80

CLIC Comprehensive Project Rankings

Highest to Lowest Score - 123 Projects Ranked

	Score	Rank
Bottom Third		
PV169 - 38th Street, Lyndale Ave to Park Ave	158.67	81
FLT01 - Fuel and Charging Systems	158.27	82
BP007 - Northside Greenway Phase 1, Humbolt/Irving Ave N	157.80	83
PV142 - Downtown East Paving	157.73	84
PV165 - 35th Street Nicollet Avenue to Chicago Avenue	157.67	85
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave	157.53	86
PV166 - 2nd Street NE, Broadway to Lowry Avenue	157.47	87
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade	157.47	87
BR134 - Bridge 9 Program	157.20	88
PV178 - Johnson St NE at I-35W	156.07	89
PV157 - 33rd Avenue NE, Central Avenue to Stinson	155.80	90
PV170 - 11th Avenue S, 8th Street to 24th Street	155.20	91
BR133 - Cedar Lake Road Bridges over BNSF Railroad	154.80	92
PV063 - Unpaved Alley Construction	154.00	93
WTR32 - Softening Plant Chemical System Improvements	153.47	94
PV175 - 38th Street, Park Ave to 23rd Ave S	153.00	95
PSD25 - 911	152.33	96
RAD02 - Radio Improvements	151.60	97
PSD15 - Traffic Maintenance Facility Improvement	151.33	98
PV006 - Alley Renovation Program	151.27	99
MBC12 - Safety Improvements - Non-Stagework Areas	151.20	100
PV150 - 1st Ave N (10th St N to Wash Ave)	149.33	101
PSD21 - Hiawatha Training & Recruitment Center	145.93	102
MBC10 - Exterior Improvements	143.27	103
BR135 - Pillsbury Ave S over HCRRA	141.87	104
PSD20 - City Hall & New Public Services Center	138.20	105
PK004 - Off-Street Systems	133.67	106
MPD04 – New 1st Police Precinct	131.20	107
PSD22 - Reg Services MACC	127.47	108
BP008 - Public Space Program	126.00	109
FLT04 - Motor Pool Management System	121.20	110
PV092 - Technology Dr (37th Ave NE to Marshall S NE)	119.00	111
PSD23 - MPD Training & Wellness Facility	115.87	112
FLT03 - Fleet Maintenance System	115.73	113
MPD05 - 4th Police Precinct	114.93	114
FLT02 - Vehicle Hoists	114.80	115
FLT06 - Tire Balancing Equipment for Currie	114.13	116
FLT05 - Fuel ICU Upgrade	113.20	117
FIR14 - New Fire Station No. 19	111.60	118
FLT07 - Traka Key	107.93	119
MBC15 - Elevator 12 Modernization	100.87	120

CLIC Project Rankings by Commission/Board/Department

Maximum Score of 300, Rank out of 123 Projects Ranked

	Score	Rank
Miscellaneous Projects		
ART01 - Art in Public Places	177.73	50
Municipal Building Commission		
MBC01 - Life Safety Improvements	184.00	42
MBC02 - Mechanical Systems Upgrade	177.80	49
MBC16 - Building-Wide Electrical Upgrades	161.00	74
MBC13 - 4th St Sidewalk/Exterior Light Poles Upgrade	157.47	87
MBC12 - Safety Improvements - Non-Stagework Areas	151.20	100
MBC10 - Exterior Improvements	143.27	103
MBC15 - Elevator 12 Modernization	100.87	120
Park Board		
PRKCP - Neighborhood Parks Capital Infrastructure	218.00	4
PRKDT - Diseased Tree Removal	214.47	7
PRK02 - Playground and Site Improvements Program	213.53	9
PRK33 - Bryn Mawr Meadows Field Improvements	205.87	15
PRKRP - Neighborhood Parks Rehabilitation Program	204.33	17
PRK03 - Shelter - Pool - Site Improvements Program	195.40	29
PRK46 - Lynnhurst Park Implementation	179.60	45
PRK41 - East Phillips Park Implementation	178.53	48
PRK37 - Powderhorn Park Implementation	175.73	55
PRK42 - Farview Park Implementation	173.87	59
PRK44 - Bottineau Park Implementation	173.40	60
PRK40 - Elliot Park Implementation	173.40	60
PRK43 - Audubon Park Implementation	170.73	64
PRK45 - Logan Park Implementation	167.27	67
PRK04 - Athletic Fields -Site Improvements Program	161.40	73
Public Grounds and Facilities		
PSD24 - Solar (Various Locations)	195.13	30
FIR11 - Fire Station No. 11	193.00	33
PSD16 - Farmer's Market Improvements	179.40	46
FIR12 - Fire Station No. 1 Renovation and Expansion	159.87	77
PSD25 - 911	152.33	96
RAD02 - Radio Improvements	151.60	97
PSD15 - Traffic Maintenance Facility Improvement	151.33	98
PSD21 - Hiawatha Training & Recruitment Center	145.93	102
PSD20 - City Hall & New Public Service Center	138.20	105
MPD04 - New 1st Police Precinct	131.20	107
PSD22 - Reg Services MACC	127.47	108
PSD23 - MPD Training & Wellness Facility	115.87	112
MPD05 - 4th Police Precinct	114.93	114
FIR14 - New Fire Station No. 19	111.60	118

CLIC Project Rankings by Commission/Board/Department

Maximum Score of 300, Rank out of 123 Projects Ranked

	Score	Rank
Public Works		
Street Paving		
PV104 - ADA Ramp Replacement Program	213.53	9
PV074 - CSAH & MnDOT Cooperative Projects	212.13	10
PV122 - Dowling Ave (I-94 to 1st St N)	200.13	21
PV001 - Street Paving	200.07	22
PV059 - Major Pavement Maintenance Program	197.67	24
PV108 - Concrete Streets Rehabilitation Program	197.40	26
PV056 - Asphalt Pavement Resurfacing Program	196.60	27
PV113 - 29th St W Phase 2	185.47	41
PV123 - Logan Park Industrial	177.60	51
PV131 - Res Neighborhood Reconst Projects	176.93	53
PV127 - 37th Ave NE (Central Ave NE to Stinson Blvd)	176.67	54
PV138 - 26th St E (Minnehaha Ave to 29th Ave S)	175.40	56
PV154 - Franklin Ave W (Hennepin to Lyndale)	175.27	57
PV137 - 29th Ave NE (Central to Stinson)	174.33	58
PV126 - Bryant Ave S (50th St E to Lake St E)	173.13	61
PV158 - Hennepin Ave (Lake St W to Douglas Ave)	172.73	62
PV141 - Grand Ave S (Lake to 46th)	172.00	63
PV140 - 13th Ave NE (Sibley to Wash Sts NE)	169.67	65
PV167 - Dowling Ave N, Thomas to Lyndale	168.47	66
PV132 - 1st Ave S (Lake St to Franklin Ave)	167.07	68
PV172 - Chicago Ave, Lake Street to 38th Street	166.73	69
PV160 - 1st Ave S (Franklin Ave to Grant St)	163.73	70
PV143 - North Industrial	163.33	71
PV161 - 3rd St S (Hennepin Ave to Norm McGrew Pl)	162.07	72
PV174 - 36th Street, Nicollet Avenue to Chicago Avenue	160.67	75
PV179 - 7th Street N (10th Street N to Lyndale Ave N)	159.73	78
PV177 - 38th St E and Chicago Ave	159.20	79
PV169 - 38th Street, Lyndale Ave to Park Ave	158.67	81
PV142 - Downtown East Paving	157.73	84
PV165 - 35th Street Nicollet Avenue to Chicago Avenue	157.67	85
PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave	157.53	86
PV166 - 2nd Street NE, Broadway to Lowry Avenue	157.47	87
PV178 - Johnson St NE at I-35W	156.07	89
PV157 - 33rd Avenue NE, Central Avenue to Stinson	155.80	90
PV170 - 11th Avenue S, 8th Street to 24th Street	155.20	91
PV063 - Unpaved Alley Construction	154.00	93
PV175 - 38th Street, Park Ave to 23rd Ave S	153.00	95
PV006 - Alley Renovation Program	151.27	99
PV150 - 1st Ave N (10th St N to Wash Ave)	149.33	101
PV092 - Technology Dr (37th Ave NE to Marshall S NE)	119.00	111

CLIC Project Rankings by Commission/Board/Department

Maximum Score of 300, Rank out of 123 Projects Ranked

	Score	Rank
Bridges		
BR101 - Major Bridge Repair and Rehabilitation	200.80	20
BR127 - Nicollet Ave over Minnehaha Creek	192.73	34
BR134 - Bridge 9 Program	157.20	88
BR133 - Cedar Lake Road Bridges over BNSF Railroad	154.80	92
BR135 - Pillsbury Ave S over HCRRA	141.87	104
Traffic Control and Street Lighting		
TR011 - City Street Light Renovation	214.27	8
TR021 - Traffic Signals	201.73	18
TR022 - Traffic Safety Improvements	201.40	19
TR024 - Pedestrian Street Lighting Corridors	199.87	23
TR008 - Traffic Control & Street Lighting	197.47	25
TR010 - Traffic Management Systems	195.73	28
TR025 - Sign Replacement Program	181.00	44
Parking		
PK004 - Off-Street Systems	133.67	106
Sidewalks		
SWK01 - Defective Hazardous Sidewalks	219.40	2
SWK02 - Sidewalk Gaps	191.00	35
Active Mobility		
VZ001 - Vision Zero Program	177.07	52
Bike-Ped		
BP004 - Pedestrian Safety Program	193.13	32
BP001 - Safe Routes to School Program	188.73	37
BIK28 - Protected Bikeways Program	187.33	38
BP006 - 18th Ave NE Trail Gap (Marshall to California)	159.93	76
BP007 - Northside Greenway Phase 1, Humbolt/Irving Ave N	157.80	83
BP008 - Public Space Program	126.00	109
Sanitary Sewer		
SA001 - Sanitary Tunnel & Sewer Rehabilitation Program	238.20	1
SA036 - Infiltration & Inflow Removal Program	218.13	3
SAPVR - Sanitary Sewer Paving Project Program	183.07	43

CLIC Project Rankings by Commission/Board/Department

Maximum Score of 300, Rank out of 123 Projects Ranked

	Score	Rank
Stormwater Sewer		
SW011 - Storm Drains and Tunnels Rehab Program	216.93	5
SW004 - Implementation of US EPA Storm Water Regs	211.40	11
SW005 - Combined Sewer Overflow Improvements	207.07	13
SW039 - Flood Mitigation - Stormwater Alternatives	205.93	14
SW040 - Central City Parallel Storm Tunnel	205.27	16
SWPVR - Storm Sewer Paving Project Program	158.87	80
Water		
WTR23 - Treatment Infrastructure Improvements	214.87	6
WTR12 - Water Distribution Improvements	208.00	12
WTR18 - Water Distribution Facility	194.27	31
WTR35 - Renewable Energy at Water Treatment Campuses	189.40	36
WTR27 - Automated Meter Infrastructure	185.80	39
WTR29 - Columbia Heights Campus Upgrades	185.60	40
WTR31 - Electrical Service Rehabilitation	178.80	47
WTR32 - Softening Plant Chemical System Improvements	153.47	94
Fleet		
FLT01 - Fuel and Charging Systems	158.27	82
FLT04 - Motor Pool Management System	121.20	110
FLT03 - Fleet Maintenance System	115.73	113
FLT02 - Vehicle Hoists	114.80	115
FLT06 - Tire Balancing Equipment for Currie	114.13	116
FLT05 - Fuel ICU Upgrade	113.20	117
FLT07 - Traka Key	107.93	119

2022-2027 Capital Program Descriptions

Miscellaneous Projects

ART01 - Art in Public Places
This ongoing program incorporates public art into the City's capital program as stand alone artworks or as integrated into public infrastructure.

Municipal Building Commission

MBC01 - Life Safety Improvements
Installation of building sprinkler, fire alarm, smoke detection, and public address systems.

MBC02 - Mechanical Systems Upgrade
Renovation and upgrade of the heating, ventilating and air conditioning (HVAC) systems in City Hall.

MBC10 - Exterior Improvements
This project helps to preserve and protect the City Hall / Courthouse building by addressing issues and concerns related to waterproofing, exterior doors and windows, masonry, exterior lighting, and ground level access control.

MBC12 - Safety Improvements - Non-Stagework Areas
Provide for safety and security infrastructure improvements in non-stagework areas.

MBC13 - 4th Street Reconstruction - Sidewalk Enhancements
Update the look, increase pedestrian safety, and better accommodate the bikeway along the 4th Street side of the City Hall/Courthouse.

MBC15 - Elevator 12 Modernization
Upgrade and modernize existing elevator, which services the Ground and Sub-Basement levels only.

MBC16 - Building-Wide Electrical Upgrades
Includes replacements, improvements, and upgrades of the electrical systems in the City Hall/Courthouse building.

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.

PRK37 - Powderhorn Park Implementation
Implementation of various recreational improvements, as called for in the South Service Area Master Plan.

PRK40 - Elliot Park Implementation
Implementation of various recreational improvements, as called for in the Downtown Service Area Masteer Plan.

2022-2027 Capital Program Descriptions

PRK41 - East Phillips Park Implementation
This project will implement a variety of recreational improvements at East Phillips Park in south Minneapolis.

PRK42 - Farview Park Implementation
This project will implement a variety of recreational improvements at Farview Park in north Minneapolis.

PRK43 - Audubon Park Implementation
This project will implement a variety of recreational improvements at Audubon Park in northeast Minneapolis.

PRK44 - Bottineau Park Implementation
This project will implement a variety of recreational improvements at Bottineau Park in northeast Minneapolis.

PRK45 - Logan Park Implementation
This project will implement a variety of recreational improvements at Logan Park in northeast Minneapolis.

PRK46 - Lynnhurst Park Implementation
This project will implement a variety of recreational improvements at Lynnhurst Park in southwest Minneapolis.

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

PRKDT - Diseased Tree Removal
Removing diseased trees from private property.

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

Public Grounds and Facilities

FIR11 - New Fire Station No. 11
Planning, design, and construction of a new Fire Station #11 at an existing City-owned site.

FIR12 - New Fire Station No. 1
The project would plan, design, renovate and expand the current Fire Station #1 at its current location or construction of a new station as part of a redevelopment strategy.

FIR14 - New Fire Station No. 19
Planning, design, and construction of a new Fire Station No. 19 on property yet to be identified and acquired, in the UofM TCF Bank Stadium area.

MPD04 - New 1st Police Precinct
Planning, design, and construction of a new Police Precinct No. 1 on property yet to be identified and acquired, in the downtown north area.

MPD05 - 4th Police Precinct
This Project will plan, design, and construct a new Police Precinct No. 4 on property to be identified and acquired in the northwest area of the City that it serves. Accommodations will be required, either through lease or construction, for secure parking spaces.

2022-2027 Capital Program Descriptions

PSD15 - Traffic Maintenance Facility Improvement
The scope of the project is to complete the final phase of the renovation and modernization of the Traffic Maintenance Facility.

PSD16 - Farmer's Market Improvements
This project will provide for the long term capital improvement plan for the Farmer's Market site and facilities.

PSD20 - City Hall & New Public Services Center
This project will consist of renovations to the City's space in the historic City Hall at 350 South 5th St and construction of a new office building/public service center located adjacent to City Hall at 501 4th Ave S.

PSD21 - Hiawatha Training & Recruitment Center
This new center will better facilitate and encourage local neighborhood hiring as well as provide space for local business incubators.

PSD22 - Reg Services MACC
A master planning effort has been requested to identify changes that could be made to the existing facility, since the site footprint is at its maximum.

PSD23 - MPD Training & Wellness Facility
New Training & Wellness Center for City MPD, Fire, Emergency Responders and regional partner needs.

PSD24 - Solar (Various Locations)
This Project will plan, design, and construct behind the meter solar photovoltaic arrays on City built assets between 2021 and 2026.

PSD25 - 911
This project will plan, design, and construct a new 911 Opertions Center on property to be identified and acquired.

RAD02 - Radio Improvements
Replace the remaining public safety radio system subscriber radios that have not been funded for replacement yet.

Public Works

Street Paving

PV001 - Parkway Paving Program
The objective is to re-evaluate the pavement condition and annual maintenance expenditures of all parkway paving areas that were constructed with a bituminous surface 30 years ago. The program will renovate rather than totally reconstruct the roadways.

PV006 - Alley Renovation Program
The objective is to re-evaluate the pavement condition and annual maintenance expenditures of all parkway paving areas that were constructed with a bituminous surface 30 years ago. The program will renovate rather than totally reconstruct the roadways.

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.

2022-2027 Capital Program Descriptions

PV059 - Major Pavement Maintenance Program
This project will upgrade pavement conditions and/or extend the life of the roadways in the City.

PV063 - Unpaved Alley Construction
Place concrete pavement and any necessary storm drain and retaining walls in existing dirt or oiled dirt surfaced alleys.

PV074 - CSAH & MnDOT Cooperative Projects

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

PV075 - Development Infrastructure Program
This project would provide funding for various City wide development projects.

PV092 - Technology Drive NE and 37th Ave NE
The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive.

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.

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.

2022-2027 Capital Program Descriptions

PV137 - 29th Ave NE (Central to Stinson)
The project will include new sidewalks with ADA pedestrian ramps, on-street bike lanes, roadway pavement, curb and gutter, and utility improvements. The project is also expected to include signal improvements, new signage, and new pavement markings.

PV138 - 26th St E (Minnehaha Ave to 29th Ave S)
Reconstruction of existing roadway.

PV140 - 13th Ave NE (Sibley St NE to 4th St NE)
Reconstruction of Existing roadway, sidewalks, bike lanes, with curb and gutter.

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

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

PV142 - Downtown East Paving
Reconstruction of several streets in the area near the US Bank Stadium.

PV143 - North Industrial
The project includes reconstruction of segments of local streets within the industrial areas between I-94, 23rd Ave N, 34th Ave N, and the Mississippi River. This project will include new sidewalks with ADA pedestrian ramps, roadway pavement, curb and gutter, and utility improvements. The project is also expected to include new signage and new pavement markings, where necessary.

PV150 - 1st Ave N (10th St N to Wash Ave)
Reconstruction of exsting roadway.

PV154 - Franklin Ave W (Henn Ave S to Lyndale Ave S)
Reconstruction of existing roadway.

PV157 - 33rd Avenue NE, Central Avenue to Stinson
The proposed project will reconstruct approximately 1.0 miles of 33rd Avenue Northeast between Central Avenue North and Stinson Boulevard.

PV158 Hennepin Ave (Lake St W to Douglas Ave)
Reconstruction of existing roadway, sidewalks, signals, street lighting, etc.

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.

PV163 - 31st Street E, Blaisdell Ave to Bloomington Ave
The proposed project will reconstruct approximately 1.3 miles of 31st Street East between Blaisdell Avenue and Bloomington Avenue South.

2022-2027 Capital Program Descriptions

PV165 - 35th Street Nicollet Avenue to Chicago Avenue
The proposed project is a complete reconstruction of 35th Street East from Nicollet Avenue to Chicago Avenue.

PV166 - 2nd Street NE, Broadway to Lowry Avenue
The proposed project will reconstruct approximately 1 mile of 2nd Street Northeast between Broadway Street Northeast and Lowry Avenue North.

PV167 - Dowling Ave N, Thomas to Lyndale
The proposed project will reconstruct approximately 1.25 miles of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North.

PV169 - 38th Street, Lyndale Ave to Park Ave
The proposed project will reconstruct approximately 1.25 miles of 38th Street E/W between Lyndale Avenue and Park Avenue.

PV170 - 11th Avenue S, 8th Street to 24th Street
The proposed project will reconstruct approximately 0.72 miles of 11th Avenue South between 8th Street E and 24th Street E.

PV172 - Chicago Ave, Lake Street to 38th Street
The proposed project will reconstruct approximately 1.0 miles of Chicago Avenue South between Lake Street and 38th Street East.

PV174 - 36th Street, Nicollet Avenue to Chicago Avenue
The proposed project will reconstruct approximately 0.75 miles of 36th Street E between Nicollet Avenue and Chicago Avenue.

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

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

PV177 - 38th Street E and Chicago Ave
The proposed project will reconstruct approximately 0.5 miles of Chicago Avenue South and 38th Street East.

PV178 - Johnson Street NE at I-35W
The proposed project includes the reconstruction of the Johnson Street NE/I-35W ramps intersection and portions of Johnson Street NE between the intersection and 18th Ave NE.

PV179 - 7th Street N (10th Street N to Lyndale Ave N)
The proposed project will reconstruct approximately 0.93 miles of 7th St N between 10th St N and Van White Blvd.

PV99R - Reimbursable Paving Projects
Work to be done for others with 100% recovery from requesting agency.

Bridges

BR101 - Major Bridge Repair and Rehabilitation
Major repair and rehabilitation of existing city bridges to extend the operational life.

BR127 - Nicollet Ave over Minnehaha Creek
Bridge Rehabilitation.

2022-2027 Capital Program Descriptions

BR133 - Cedar Lake Road Bridge over BNSF Railroad
Reconstruct existing bridges over Bassett Creek and Burlington Northern Santa Fe railroad.

BR134 - Bridge 9 Program
Ongoing safety projects to maintain the bike/ped bridge crossing the Mississippi River.

BR135 - Pillsbury Ave S over HCRRA
Major repair and rehabilitation of existing city bridges to extend the operational life.

Traffic Control and Street Lighting

TR008 - Parkway Street Light Replacement
This project consists of replacement of deteriorated services, poles, fixtures and electrical wiring associated with the lighting systems in place along the parkways throughout the City.

TR010 - Traffic Management Systems
This project consists of updating and retiming all the traffic signal systems within the City.

TR011 - City Street Light Renovation
This project consists of renovating the City's existing decorative street lighting facilities.

TR021 - Traffic Signals
This project consists of replacing old and outdated traffic signal equipment.

TR022 - Traffic Safety Improvements
This project consists of seven traffic related improvements: 1) Overhead Signal Additions, 2) Operational and Safety Improvements, 3) Signal and Delineation, 4) Mastarm Mounted Street Name Signing, 5) Street & Bridge Navigation Lighting, 6) Pedestrian Safety, and 7) Railroad Crossing Safety.

TR024 - Pedestrian Street Lighting Corridors
Construct pedestrian level lighting on various pedestrian corridors throughout the City.

TR025 - Sign Replacement Program
Replace deficient signs with new signs that meet current reflectivity standards.

TR99R - Reimbursable Transportation Projects
Work for others funding to be reimbursed by department, business or individuals requesting the work.

Parking

PK004 - Off-Street Systems
Provide capital upgrades for 16 parking ramps located in downtown Minneapolis.

Sidewalks

SWK01 - Defective Hazardous Sidewalks
To provide a hazard free pedestrian passage over approximately 2,000 miles of public sidewalk by inspecting and replacing defective public sidewalks and adding ADA compliant curb ramps where needed.

SWK02 - Sidewalk Gaps
Construction of sidewalks where gaps in the sidewalk system exist.

2022-2027 Capital Program Descriptions

Active Mobility

VZ001 - Vision Zero Program

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

Bike-Ped

BIK28 - Protected Bikeways Program

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

BP001 - Safe Routes to Schools Program

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

BP004 - Pedestrian Safety Program

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

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

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

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

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

BP008 - Public Space Program

This program will implement mobility hubs, parklets and plazas as recommended in the Transportation Action Plan

Fleet

FLT01 - Fuel and Charging Stations

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

FLT02 - Vehicle Hoists

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

FLT03 - Vehicle Maintenance System

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

FLT04 - Motor Pool Management System

Centralized pool car system for all city departments.

FLT05 - Fuel ICU Upgrade to Meet Card Reader Specs

The city is upgrading the city ID cards.

FLT06 - Tire Balancing Equipment for Currie

Install/upgrade the tire balancing equipment at the Currie Maintenance Facility.

FLT07 - Traka Key

The existing Traka Key management system at the Currie and Aldrich Maintenance Facilities is aged and failing and needs upgrading.

2022-2027 Capital Program Descriptions

Sanitary Sewer

SA001 - Sanitary Tunnel & Sewer Rehab Program

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

SA036 - Infiltration & Inflow Removal Program

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

SA99R - Reimbursable Sanitary Sewer Projects

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

SAPVR - Sanitary Sewer Paving Project Program

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

Stormwater Sewer

SW004 - Implementation of US EPA Storm Water Regs

This project provides solutions for stormwater pollution mitigation measures.

SW005 - Combined Sewer Overflow Improvements

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

SW011 - Storm Drains and Tunnels Rehab Program

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

SW039 - Flood Mitigation - Stormwater Alternatives

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

SW040 - Central City Parallel Storm Tunnel

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

SW99R - Reimbursable Sewer & Storm Drain Projects

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

SWPVR - Storm Sewer Paving Project Program

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

Water

WTR12 - Water Distribution Improvements

Maintain and sustain existing water distribution system infrastructure citywide.

WTR18 - Water Distribution Facility

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

WTR23 - Treatment Infrastructure Improvements

Maintain viability of existing water infrastructure through regular upgrades.

2022-2027 Capital Program Descriptions

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.

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.

2021 CLIC

Capital Guidelines

CITY GOALS

PROPOSAL EVALUATION CRITERIA

CLIC RATING SUMMARY

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 2022-2027 Capital Improvement Program (CIP). *The city vision, values, and goals were developed and approved by the Minneapolis City Council in 2019 and are listed below.*

Vision:

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

Values:

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

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

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

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

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

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

Goals:

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

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

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

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

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

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

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

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

Operational Goals:

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

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

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

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

2019 Priorities:

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

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

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

City of Minneapolis' Comprehensive Plan

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

https://minneapolis2040.com/

PROPOSAL EVALUATION CRITERIA

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

The Evaluation System has three sections as follows:

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

I. PROJECT PRIORITY

Project Priority provides preferential evaluation based on the following attributes:

1. Capital projects defined in terms of **Level of Need** - 0 to 65 points.
2. Capital projects **In Consecutive Previous Year Funding Requests** - 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 Consecutive Previous Year Funding Requests
Has the project been submitted for funding requests in previous years?

6 years	35 points
5 years	25 points
4 years	20 points
3 years	15 points
2 years	10 points
1 year	5 points

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 ofservices
- 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 or 0 to 15 as further detailed below. It is likely that most capital requests will not receive points for all attributes.

1. **Equity** (0 to 25 points)

    - Extent that proposal meets the City's definition and furtherance of equity policies. The extent that a proposal serves to reverse disparate trends, eliminates barriers, and provides outcomes and opportunities for all people that are no longer predictable by their protected class.

2. **Environmental Sustainability** (0 to 15 points)

    - Extent proposal is consistent with adopted Climate Action Plans, 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 adopted Climate Action Plans, the city's physical and natural environment and improve sustainability and/or conservation of natural resources.

3. **Capital Cost, Collaboration and Leveraging Public and/or Private Investment** (0 to 15 points)

    - Extent proposal delivers consistently high-quality City services at a good value to taxpayers.

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

    - Extent the 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.

4. **Public Benefit and Customer Service Delivery** (0 to 15 points)
    - Extent proposal directly benefits a portion of the City's population by providing certain services or facilities.

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

- Extent proposal delivers consistently high quality with an infrastructure investment that is appropriately sized for effective service delivery.

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

5. **Neighborhood Livability, Public Engagement and Community Life** (0 to 15 points)

- Extent proposal serves to preserve or improve the quality, safety and security of neighborhoods in order to retain and attract residents.

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

- Extent development of proposal meaningfully engages community members consistent with the City's adopted Principles of Community Engagement.

  Intent: to award points to proposals where neighborhood and community residents and stakeholders have been meaningfully engaged consistent with the City's adopted public engagement principles and policies, with respect to the proposal.

6. **Effect on Tax Base, Job Creation, Technological and Cultural Implications** (0 to 15 points)

- Extent proposal can be expected to preserve or increase the City's property tax base through support for community development activities or projects, and serves 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.

- 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 SUMMARY

	Minimum	Maximum
Project Priority:		
Level of Need		
Critical	51	65
Significant	41	50
Important	26	40
Desirable	0	25
In Consecutive Previous Year Budget Requests		
6 years	35	
5 years	25	
4 years	20	
3 years	15	
2 years	10	
1 year	5	
Sub-Total Project Priority	**Max pts**	**100**
Contribution to City Goals:		
Strong Contribution	46	70
Moderate Contribution	16	45
Little or No Contribution	0	15
Operating Costs/Savings as a % of investment	-30	30
+/- 0-10%	0 to -10	0 to 10
+/- 10-20%	-10 to -20	10 to 20
+/- >20%	-20 to -30	20 to 30
Sub-Total Goals & Operating Costs	**Max pts**	**100**
Qualitative Criteria:		
Equity	0	25
Environmental Sustainability	0	15
Capital Cost, Collaboration & Leveraging	0	15
Public Benefit & Customer Service Delivery	0	15
Neighborhood Livability, Public Engagement & Community Life	0	15
Effect on Tax Base, Job Creation, Technological & Cultural Implications	0	15
Sub-Total Qualitative Criteria	**Max pts**	**100**
Total CLIC Rating Points	Total Possible	300

2021 CLIC Schedule
for the 2022-2027 Capital Budget Process

All Meetings will be FULLY ONLINE until in-person options are available

Meeting	Details	Date & Time
Orientation	Orientation and Onboarding to CLIC: Role, Process, and Logistics	Wed, March 31 (2:00 to 3:30)
Regular Meeting #1	New Member Introductions CLIC Schedule and Process for 2022-2027 Capital Program Election of officers, Executive Committee (if applicable)	Wed, April 7 (Noon to 1:30)
Regular Meeting #2	Mayor, W&M Chair, and Council President discuss capital priorities and CLIC's role Proposals and presentation schedule are posted	Wed, April 14 (Noon to 1:30)
	Capital Budget Requests due	**Thurs, April 15**
Public Input Q&A	First public input session	Wed, April 21 (5:30pm start)
Regular Meeting #3	First presentation session	Sat, April 24 (8:00 to 1:00)
Regular Meeting #4	Second presentation session	Fri, April 30 (8:00 to 1:00)
Regular Meeting #5	Task Forces work on individual and group comments	Wed, May 5 (Noon to 1:30)
Public Input Q&A	Second public input session	Thurs, May 6 (5:30pm start)
Regular Meeting #6	Task Forces work on individual and group comments	Wed, May 12 (Noon to 1:30)
Joint Public Hearing	Joint public hearing with CLIC and Planning Commission on the 2022-2027 Capital Plan	Wed, May 12 (6:00pm start)
Regular Meeting #7	Task Forces work on individual and group comments	Wed, May 19 (Noon to 1:30)
	CLIC Members submit ratings to Executive Secretary	**Thurs, May 20**
	CLIC Members submit 1st Draft Comments to Executive Secretary	**Thurs, May 20**
Regular Meeting #8	Main body reviews ratings and draft comments together	Wed, May 26 (Noon to 2:00)
	CLIC Members submit 2nd Draft Comments to Executive Secretary	**Fri, May 28**
Regular Meeting #9	Main body reviews and approves all comments. Receive preliminary NDB and Enterprise programming prioritized by ratings.	Wed, June 2 (Noon to 2:00)
Regular Meeting #10	Main body reviews and approves all comments, including any final changes.	Wed, June 9 (Noon to 2:00)
	CLIC Members submit Final Comments to Executive Secretary	**Fri, June 4**
Regular Meeting #11	Final Comments provided to CLIC members & approved. Work on NDB Recommendation.	Wed, June 16 (Noon to 2:00)
Regular Meeting #12	Finalize CLIC Recommendation for NDB. Review Enterprise programming.	Wed, June 23 (Noon to 2:00)
Regular Meeting #13	Finalize Enterprise recommendation for CLIC report. Finalize any outstanding details for the CLIC report.	Wed, June 30 (Noon to 2:00)
	CLIC Report completed and distributed	**Wed, June 30**
Mayor Presentation	Discuss presentation of CLIC report summary, highlights and issues to Mayor.	TBD
Mayor Meeting	Presentation of 2022-2027 CLIC Recommendation to Mayor Frey	TBD
Capital & Debt Overview	Presentation of capital and debt overview to City Council Budget Committee	TBD

Give your feedback on infrastructure proposals

Proposals to build and renovate streets, buildings, bridges, park facilities and other parts of the infrastructure in Minneapolis over the next six years are collected and prioritized every year. The Capital Long-Range Improvement Committee (CLIC) 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 2022-2027 Capital Budget Requests page at the following link: https://stories.opengov.com/minneapolismn/published/Hw4onY0B8

The Capital Long-Range Improvement Committee wants to hear from you about your infrastructure priorities. You can share your thoughts at an upcoming input session. The input sessions are opportunities for you to get questions answered by 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

Public Input Session #1
5:30pm Wednesday, April 21st
Microsoft Teams – Virtual Meeting
Call in (audio only) +1 612-276-6670 Conference ID: 248 525 18#

Public Input Session #2
5:30pm Thursday, May 6th
Microsoft Teams – Virtual Meeting
Call in (audio only) +1 612-276-6670 Conference ID: 300 015 542#

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

Members of the public can also speak in favor of or against proposed projects or suggest other ideas by attending the official joint public hearing at 6:00pm on Wednesday, May 12th. The meeting will be held virtually on Microsoft Teams and the call-in information to join will be posted approximately one week prior to the meeting at this link: https://lims.minneapolismn.gov/Calendar/all/monthly

City Planning Commission and Capital Long-Range Improvement Committee
Joint Public Hearing Meeting Summary
May 12, 2021
Virtual Meeting

CLIC Members Present: Thorbjorn Adam, Jocelyn Beard, John Bernstein, Steve Brandt, Willie Bridges, Amity Foster, Eamonn Gallagher, Kai Gudmestad, Risa Hustad, Katie Jones, Richard LaReau, Erika Mauter, Dan Miller, Jeffrey Strand, Beth Toso, Eric Won

CPC Members Present: Bill Baxley, Kimberly Caprini, Keith Ford, Aneesha Marwah, Chris Meyer, Alyssa Olson, Amy Sweasy

City Staff Present: Rachel Blanford, Amelia Cruver, Ken Dahler, Wes Durham, Jeni Hager, Robert Harrison, Liz Heyman, Mike Samuelson, Neal Younghans

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MEETING INTRODUCTION

Roll call taken for both bodies, minutes and agendas adopted, etc.

Wes Durham: *Introduces purpose of meeting*

Jeffrey Strand: *Introduces CLIC Process*

John Bernstein: *Confirms receipt of written comments from people unable to attend hearing. Describes timeline of CLIC process beginning with January Department Submission of Capital Budget Requests and that, emphasizing important of public input even if desired projects are not included in proposed CIP*

Katie Jones: *Notes that CLIC typically does not receive feedback from Departments regarding comments submitted and that receiving such would be supportive of public input received*

PUBLIC HEARING

Speaker 1: Chris Linde
Relevant Projects: 3rd Avenue Northeast (Suggested Project), BP006 Trail Gap, Washington to Jefferson 18th Ave Trail Gap (Suggested Project)
Attachments: Great Northern Greenway Taskforce Comments on BP006 and Washington to Jefferson Suggested Project

On behalf of Great Northern Greenway Taskforce, confirms submission of written comments from that group regarding BP006 and Washington to Jefferson Trail Gap Suggested Project, comments regarding 3rd Ave NE are personal and not reflective of any group

3rd Ave NE, there is a trail that's in the public right of way that was just added to the all ages and abilities network and the City is taking over there, including that trail that they weren't previously maintaining or

even claiming they have any maintenance rights to. I was informed the City will be taking over that responsibility or be looking for funds to take over the responsibility of maintenance of that trail.

This was a section of the city that was posed for neighborhood revitalization in the sixties and I35 was scheduled to go right down 3rd Ave. They displaced many people, mostly immigrants in this neighborhood during that time and they also did a lot of massive teardowns for the interstate. Luckily, the interstate was stopped, but what was left was 3rd Ave devoid of anything else. It was the plan in the seventies and eighties to make this the first greenway, and they created it with these new townhomes that went up in about 1986. It was built in the public right of way, but it has not been maintained since it was built in 1986.

The St Anthony West Neighborhood Association, which I'm not speaking on behalf of but am familiar with and on the board of, has been trying to get the City to maintain the trail. It's in poor shape, so I'm bringing this up to CLIC for a future project and future funding. It would make an excellent safe routes to schools project as there's Webster Grade School that just opened on 5th Ave and 5th St, which is close to 3rd Ave.

Regarding the Great Northern Greenway, I'm all for BP006 Trail Gap, but also there's a new project in the old city maintenance building which is on Washington and 18th between Washington and Jefferson, we'd like to see that gap in the trail at 18th Avenue Northeast filled in with a quality bike facility. Since the City owns the property it should be of decent quality and the land use should not be too much trouble.

Speaker 2: Jim Hagen
Relevant Projects: WTR12
Attachments: Written Copy of Comments

We have a severe water quality problem on our block. The water main comes to a dead-end at our block which only has 13 houses. Dead-end water mains are substandard and should be avoided at all costs. It needs to be flushed frequently otherwise it is a health hazard because the water stagnates, and it creates problems with the disinfectants. That it's dead-end also means it has excessively high corrosion.

You have high corrosion and frequent flushing and it washes a lot of sediment into our houses, which gets into water heaters and shortens their lives or makes them almost inoperative. It gets in dishwashers, washing machines. Whenever there is a flushing action, which can be twice a week, it may take about a day before you have regular running water again that you can use, and you should not be using hot water right after one of these kinds of flushings because it can destroy your water heater.

I thought it's interesting, this question about timing and wanting thinks to be done quickly, we have complained for years about this situation and routinely been told it's just how it is, there could be flushing for a fire being put out or repairs, everybody has that. In 2014 we found out that that is not the case, not everybody is on a dead-end water main. We have a much more severe case of bad quality water than the average resident of the city. To fix that, the main thing is it needs to be replaced or lined. It's a 97-year-old cast iron water main that was poorly designed because its dead-end means the water does not circulate up. The cheapest way to fix that is not replace it but to line it, a concrete liner will at least keep all this iron from getting into our houses. We'd like that added to the project for WTR12. I don't quite understand WTR12 in that it doesn't give any projects, I know that there are different

projects to realign water mains and I don't know what is planned for WTR12 for six years, but please if you could include ours we'd be grateful because it's costly for us.

The thing that is troubling is back in 2014, we talked to Steve Kotke, the Director of Public Works. In 2019, we submitted a petition of every single household on the block to Mayor Frey and to Council Member Andrew Johnson. The Council Member introduced us to Glen Gareds who was then the Director of Water, he did flow tests and analysis, the result was that it just needs lining. This year we're trying to see what's going on and the new director, Annika Bankston, tells us no, we're not set for relining, there is no plan. The only plan we're aware of is that if you have seven to ten miles of water mains lined per year, and seven hundred miles need it, then it could be our grandchildren, our great grand children who might finally see this fixed.

We're disappointed that there's no priority scheduled for this and it leave us with something troubling this year. We have three classes of residents of Minneapolis: people that live in nice condos downtown, they've got great water, those water mains are in good shape, they have clean and reliable water; People living in neighborhoods on old water mains that are cast iron that have not been lined but they're not dead-end and so they do have rusty water sometimes; And then the class of residents like ourselves that are stuck with profoundly bad water such that in some of our houses it is impossible to get non-rusty water in the hot water systems because the hot water heaters are contaminated and you can't clean them out.

It just seems unconscionable that we say, and the City website says that the City is responsible for delivering high quality water if it's not. The website says we give clear water, we don't. It's not true for all the residents, we would just like this to work for us. There being three billion dollars of capital improvements, I know there's a lot of stuff that we all like there. I like bike trails, new light displays along the river and parkways and benches, but can't we at least offer decent water for people. We're all paying the same price, we all need water, we're not allowed to drill wells, can't that please be a priority.

Speaker 3: Wendy Haan
Relevant Projects: WTR12
Attachments: Written Copy of Comments

My house is located right next to the dead-end water main. After I purchased my house and moved in nineteen years ago, I noticed my bathwater was dark orange and I was horrified. I immediately called the City water department to find out what the problem was, and they reassured me that it was common in city water due to the old pipes, it was perfectly safe to drink. It continued to fall orange no matter how long I ran the bathtub, so I was not comfortable with this explanation.

I installed a reverse osmosis water filter in my kitchen sink so I could have safe drinking water, but this filter within a couple months became clogged in a short amount of time. They were supposed to last a year, so I had to replace those filters and I decided to add an additional whole house filter down in my basement in the pipes where the water comes in. Still both systems require frequent filter changing and it isn't cheap to keep that going. In addition to the toilet, bathtub, sinks all getting stained, my hot water heater has been compromised by the sediments and never runs clean. I take showers, but I don't take a hot bath because it comes out orange. My laundry gets stained if I wash white clothes and bedding.

Our block has been complaining about this for quite a few years. I didn't realize, like Jim mentioned, until 2014 how bad it was. It makes me uncomfortable to think that I've been using this water and drinking it for so long and the problem still hasn't been properly addressed by the City. It's not just an equipment damaging or aesthetic issue, it's also a health issue, we've been receiving substandard water service for decades and we're not being compensated for this by the City. Everyone deserves clean drinking water, water is life and there are deficiencies in our main that serves our neighborhood, please we do implore you to include lining our water main in the water division's current capital request WTR12. Other people on my block don't drink their water, they get bottled water, or they go to other springs and bring the water home. I don't think that's fair to our neighborhood.

Speaker 4: Gayle Bonneville
Relevant Projects: PV157
Attachments: Written Copy of Comments, Selected Photos of 33rd Ave NE Pavement Condition

I am requesting that the long overdue PV157, 33rd Ave NE be expedited on the road reconstruction schedule. It is currently slated for reconstruction in 2027, this means the roadway will be 20 years beyond its 40-year life span by the time it gets rehabbed. The roadway was originally set for reconstruction along with the other Waite Park Neighborhood concrete streets back in 2016, however, 33rd Ave NE was abruptly pulled from that project in 2016 when the City deemed the street was in such substandard condition it was not feasible to be completed along with the other adjacent streets. 33rd was by far the worst road in that batch, it often has been cited at neighborhood meetings as needing immediate work and in unsolicited negative comments from visitors to my neighborhood as well.

We were told 33rd Ave would be rehabbed later. I presumed that meant a couple years later. Here we are five years later, and the road continues to degrade to the point where it has truly become a hazard to motorists, pedestrians, and bicyclists, with patch upon patch year after year continuing to fall apart. For some reason the project now covers the entire mile of 33rd Ave NE from the eastern border at Stinson Blvd all the way over to Central Ave NE. While this would be ideal, the City might be wise for safety reasons to divide the project in half and focus on the Central to Johnson Street section, which is by far the worst portion of 33rd, if the City is unwilling to invest in the whole project that might make it a little more palatable. The road has been at times nearly impassable to the point where I either take a detour or weave some side to side around various pits and crevices on the wrong side of the street. Hopefully you can see that in the photos I submitted showing the severe degradation of this roadway. Hopefully we'll move this project up to a more recent time for rehabilitation.

Speaker 5: Carol Anne Peterson
Relevant Projects: WTR12

This is again about the request for lining of the dead-end water main at the 3800 block of 47th Ave S. I want to reiterate the City's responsibility for delivering high-quality water for all its citizens. We pay the same price for water that everybody else does. The action taken by the City, this constant flushing on the corner of Dowling and 47th, it looks like an action is being taken and something impressive is being done, but it's nothing impressive, it's ineffective, it's wasteful and in fact it creates additional problems that are left to us as the residents to resolve and pay for. There's an inequity here.

What I get excited for, what I'm hopeful for, is that the City has an opportunity to make it right, to do better, to have a plan to correct this problem here on this block and hear our voices. I know that we are not the only dead-end water main in the City of Minneapolis, but we are the most vocal. Know that and please hear that our voice is perhaps speaking for people who don't have time to come to meetings or write letters or petition the mayor or collect signatures, we took the time to do that. We have the collective consciousness and will to do that, so I just implore you to do the right thing, start here, and take the right step. Water is the source of life for all living beings and it needs to be that high quality water that the City claimed that it's delivering.

Speaker 6: Peter Schmitt
Relevant Projects: TR022, BP003, BP001, Electrical Infrastructure Burying Suggested Program, Lyndale Ave N Bike Lane Suggested Project, PV006
Attachments: Written Copy of Comments and Selected Alley Photos

Notes electronically submitted comments

I want to highlight three areas, the First is BP003. This doesn't currently include the Cedar Lake Trail, but I would love to advocate for it for the future. My understanding of the history is that the Midtown Greenway was originally not part of the repaving plans for CLIC and was added to this process, and I'd like to do something similar with the Cedar Lake Trail. It's a great, beautiful path, it brings a lot of people in, but right now the Minneapolis portion is almost unrideable. I end up riding sitting up so I can save my wrists a little bit, as soon as you cross into the suburbs, they've resurfaced it in the last five years and it's a lot nicer. It's past time for Minneapolis to do that, so I would strongly advocate for that inclusion for BP003 or another bikeway maintenance request in the future. It's a beautiful trail and especially with the Southwest LRT coming in it's going to get a lot of traffic, and it's overdue for some maintenance.

The second thing I want to talk about is the Hennepin Project, which is PV158, but I think it should be included in BP001 as well which is the safe routes to school program. I know this project is already approved and in the final stages. What I wanted to advocate for here is not something that I think CLIC or the Planning Commission has done in the past. In initial budget requests the money for Hennepin was specifically earmarked for a project that would conform to the Transportation Action Plan, which would in turn require protected bike lanes. Now there's an option out there that is not including that element. I think it would be great if CLIC and/or the Planning Commission submitted a letter on behalf of that project to ensure that it is meeting its stated application for budget. I know this is an unusual form for CLIC advocacy but given that it was referenced in the initial budget request and reviewed on that budget request. It could be an important element for the Planning Commission and/or CLIC to advocate to ensure that we have safe accessible infrastructure for all user types on Hennepin, and this would be a good way to enforce that.

I want to bring up one final item under TR022, under traffic signals and something I'd like to advocate for again. I know this is a long-term process with CLIC, but I'd like to see CLIC in Public Works advocate for more piloting of pedestrian and bicycle friendly design in roads, specifically near side traffic signals. By moving traffic signals near side, you can force the vehicles to stay farther back out of the crosswalk to see the signal.

Currently this isn't allowed under the MUTCD Manual on Uniform Traffic Control Devices. There is a comment period that closes later this week and then a new iteration of this comes out for the first time

since 2009-2012. Minneapolis has avenues to get exemptions to that document to pilot these kinds of different safety initiatives but is not choosing to do so right now. Given that Minneapolis is so focused with Vision Zero and the Transportation Action Plan on promoting more alternative forms of transportation other than driving, it's important that their infrastructure also supports that.

That is obviously my advocacy on bike lanes, part of it is designing roads and infrastructure to prioritize users other than vehicles. Things like near side signals, diverters, chicanes, can facilitate more pleasant walking, rolling, biking experience. If the City is going to get to its goals of 30-50% bikers, walkers, transit users, it's going to need to improve the experience for them. Right now, our traffic signals and road designs don't facilitate that. Under TR022 I would love to see an advocacy for more innovative transit, pedestrian, and bike oriented road design elements that go beyond removing parking or narrowing roads but also can talk about signal design, which is usually different departments talking to each other, coordination needs to happen and specifically I would love to plug near side signals.

CITY PLANNING COMMISSION DISCUSSION

Kimberly Caprini: This has been an amazing conversation, I too struggle with some brown water once in a while, maybe three times a year. Now I'm thinking about when does that happen, I'm excited to hear what other commissioners have to say about this.

Keith Ford: I was wondering if there are any Public Works staff here who can respond to the issue of dead-end water mains and the three or four comments we heard this evening. Is there someone on the staff that can respond to what sounds like a horrible situation?

Liz Heyman: Unfortunately, we do not have someone here from the water department, but we have been taking notes and my colleagues in the water department will be receiving those comments and can respond in the best way back to the commission.

Keith Ford: Is it appropriate for the Planning Commission to make a comment about this situation in a formal way to the Council?

Alyssa Olson: We're not taking any formal action tonight but any comments you make will be in the record.

Keith Ford: I understand there are all kinds of projects, priorities, and competing concerns, but it seems to be that years of having unpotable water in this day and age in the City of Minneapolis is outrageous. I think it should be a priority and I would urge the City Council to look at making whatever adjustments or assignments might be necessary under the proposed budged. It should be a priority; people should not be living like this.

Jeffrey Strand: The Director of Water Treatment and Distribution Services sent CLIC a 3-page letter, staff could share that with the Planning Commissioners. It's from Annika Bankston, May 5th 2021, and I anticipate that part of our written report, I'm confident there will be a written comment concerning the dead-end water mains and the rusty water issue, I suspect that other CLIC colleagues want to speak to that as well.

Aneesha Marwah: I agree with Commissioner Ford about potable water, I did not know that, (further comments inaudible on recording).

Richard LaReau: I wanted to add my voice to the chorus with Commissioner Ford. We've been given a 120, 130 projects to rank, talking about which park gets a bit of grass here, and which neighborhood gets a bike path there. I think issues like unpassable roads and undrinkable water, we need to find some way to push that to the top and make those both critical and high priority. I've been concerned about the grading of our projects and how everything rises to the top so at that point it becomes hard to grade anything against anything else. I implore my colleagues to help me in determining how we can take two of these most high priority issues and push them hard to the City Council and these committees to make the top priority and not get swept under for future discussion.

Steve Brandt: I want to reinforce what Chair Strand and Mr. LaReau said. Several of us have been in a dialogue with Mr. Hagen for a couple months now on this issue and the Department has responded. I strongly believe based on what we heard tonight, which put it in real human terms, that the Department's response was insufficient to address the hardship these neighbors are going through. I'm sure we'll have a comment, we're debating right now what that comment will be.

John Bernstein: I'm the chair of the transportation task force, this issue around water falls under the purview of my task force and as Steve mentioned, I and many others on the committee have been contacted by several of the residents that have spoken this evening. I too want to voice my support for this problem, I also want to try to put it into context. This is not a simple issue as I understand it. Jim Hagen has shared a lot of information with me on this, including a map that shows all the dead-end water mains around the city, there's something like 500 of them. His block has been vocal about this and that's a good thing as one of those residents pointed out because they're a voice for all these people, not their own block. Many of them have acknowledged that fact. Having said that, this isn't simple, there are 500 of these, there are limited resources for the whole city let alone for this, whether you're talking about time or money.

One of the things we have asked already of the water department, and this should go for every city department when it comes to capital projects, is first that they conduct an inventory so they know what they've got and what condition it's in. The Water Department is about halfway through we've been told. It's shocking that that hasn't been done previously, but since the current head of that department is new, I don't think she's the right person to pin that blame on. Secondly, I think they need to have a clear set of criteria they use when they're assessing that inventory about what's next and how and why. Third would be a plan to get through the 500 dead end water mains around the city.

We got a response from Annika Bankston; I would characterize that response as putting the best face on this problem. Not to suggest that there was anything inaccurate about it, it could be that there are some dead-end water mains that aren't quite as bad as the one that's been described tonight. One of the differences pointed out by some of these residents is the number of houses on this particular main is about half of what's normally on one, and so that means the water's even more stagnant because there are not as many houses drawing off that main. It could be that this is one that ought to rise to the top, or any other like this.

My point is simply this is not black and white, it's pretty gray. Some places it might be a water-color problem that happens a couple times a year vs. an ongoing problem. To me, this is clearly an equity

issue, probably not what the City Council imagined when they established equity as a priority. If you look at a map of where the dead-end water mains are, they're all over the city, they're not concentrated in any area.

Eric Won: For the record, we do have someone here from Public Works. In last year's CLIC comments, we asked the Public Works Department to work with citizens to establish a 30-year infrastructure plan. Part of it is to acknowledge what the problems are and second to let people know where they are in the queue. One of the speakers noted that the problem on her road gets put back years and she has no idea where it is in the queue now. If there were an infrastructure plan as CLIC suggested last year, there would be a more systematic way for residents to know what's happening and when they can expect service.

Capital Long Range Improvement Committee
Mr. Jeff Strand, Chair
350 Fifth St., Room 325M
Minneapolis, MN 55415

May 11, 2027

Comments on BP006 18th Ave NE Trail Gap for the May 12, 2021 Joint Public Hearing

We are pleased that the trail gap between Marshall and California Streets NE is programmed for 2021 installation. This will create a contiguous off-street trail between the East Bank Trail, near the future river crossing, and Washington Street NE.

At Washington Street, the last remaining trail gap extends to Monroe Street. This detour currently runs along the south-side of the East Side Maintenance Garage on 18th Avenue which is in the process of moving its operation to the new Public Works facility. We ask for your support to include this trail gap as a 2023-2028 Capital Budget Request so we can complete the north-east segment of the Great Northern Greenway, 2.5 miles from the River to the Diagonal Trail which has been constructed in separate segments since 1997.

Sincerely,

Chris Linde, Task Force Chair
Great Northern Greenway
www.greatnortherngreenway.com

GREAT NORTHERN GREENWAY

View from the existing trail looking east toward the East Side Maintenance Garage and the trail gap route.

TO: Minneapolis CLIC and Planning Commission Joint Hearing May 12
FROM: James M. Hagen, 3817 47th Avenue South, Minneapolis, MN 55406, Ward 12
DATE: May 12, 2021
RE: Request Lining of Dead-end Water Main on the 3800 Block of 47th Avenue South.

The Problem: Our block of 13 single-family residences between 38th Street and Dowling Street is served by a low-flow dead-end, non-circulating 97-year-old cast iron water main that needs frequent hydrant flushing for disinfection and health safety. The pipe's interior surface is severely lined with corrosion (appearing like rough orange zebra mussels) that results in considerable rust and sediment flaking off and being deposited in our interior plumbing systems, creating damage and indefinite periods of orange water. While hydrant flushing will always be needed due to stagnation inherent in dead-end mains, the Water Division has identified lining or replacing the main as the only solution to the frequent discharge of sediment. Needed regular flushing is not carried out from November to April, despite recognized compromises to disinfection in dead-ends.

Consequence of Substandard Water that Fails to Meet Federal Secondary Water Quality Standards: The city has tried many flushing regimens, including twice-weekly with an automatic hydrant flusher. In all cases the main needs substantially more flushing due to the age and configuration of the pipe than the typical annual flushing of old water mains. Each time, for houses close to the dead-end, plumbing fixtures are stained; water heaters are filled with sediment; dishwashers, icemakers, and washing machines are compromised, and laundry is stained. Houses even a block away may also be affected. Though residents are not well informed by the city, the best remediation if one asks is to run only outside water at each home until it clears, then inside cold water starting in the basement and working up, and then finally hot water. This often takes more than one day each time. Planning one's life around this remediation task, the lack of water service for the extended periods of orange water, the huge waste of paid-for water and the likelihood of equipment-damaging error makes such remediation by the resident an unreasonable requirement that would not be tolerated by the many residents who are on mains that are not subject to such deferred maintenance.

Our Efforts So-far: Complaints about this have gone back many years, and in October 2019 we submitted a petition, signed by all households on the block, to Mayor Frey and Council Member Johnson. Mr. Johnson introduced us to Glen Gerads the then Director of the Water Division, and he proceeded with flow analyses, to see if looping the main would be sufficient ,and a different kind of flushing (directional flushing). The only solution was to line the pipe (to get rid of the damaging sediment and color) and continue periodic flushing that would not introduce sediment into the homes. The current Director Annika Bankston informed us that our main is not scheduled for relining, and there being no inventory of problematic mains, there is no projection for ever correcting the problem.

Our Current Appeal to CLIC and Elected Officials: Please include lining our water main in the Water Division 's current capital request (WTR12). The Division's current schedule to line or replace only about 7 miles of main per year of the nearly 700 miles of aged cast iron mains is very problematic when that can include a main like ours. We respectfully implore the panelists at this hearing and the Mayor and Council to acknowledge the city's water quality deficiencies that are highly inequitable and to plan a budget that includes fixing the main that serves our neighborhood.

Dear Mr Bernstein,

I'm a Mpls resident living at the intersection of 47th Ave So and Dowling Street. My house is located right next to the water main dead-end. After I purchased and moved into my house 19 years ago, I noticed my bathwater flowed dark orange. I immediately called the city water dept to find out about this problem and was told it is common in city water due to old pipes and was perfectly safe to drink.

I was not comfortable with this explanation and installed a reverse osmosis water filter at my kitchen sink for drinking water. The filters became clogged in a very short amount of time. I had to replace the filters and add an additional “whole house” water filter in the basement. Both systems require frequent filter changing. This is not cheap. In addition to the toilets, bathtubs and sinks getting stained, my hot water heater has been compromised and is filled with sediment so I never get clear, hot water for laundry or a bath. My white clothes and bedding come out yellow from the washing machine.

Our block of neighbors has been complaining about this for years and the problem still has not been properly addressed. It is not just an equipment damaging or aesthetic issue it is also a health issue! We have been receiving substandard water service for decades and we are not being compensated for this by the city. Everyone deserves clean drinking water and there are definitely deficiencies in the main that serves our neighborhood. Please find a way to rectify this problem.

Regards,

Wendy Haan

3824 47th Ave South

Mpls, MN 55406

Ward 12

612-709-8223

To: CLIC and Minneapolis Planning Commission

From: Gayle Bonneville, Minneapolis resident (55418/Ward 1)

Date: May 6, 2021

RE: PV157 (33rd Avenue NE)

Please expedite PV157, particularly the portion from Johnson Street NE to Central Avenue NE. This project is **long** overdue — to the point of being a blighted embarrassment to the City of Minneapolis and a danger to all users of this roadway.

Please note carefully the May 2021 photos I have attached to this comment letter.

Our neighborhood was told in 2016 that 33rd Avenue NE (a concrete street) was part of the Waite Park concrete road reconstruction project that would start in 2016-2017. Abruptly, right before road work commenced, 33rd Avenue NE was removed from the project. City staff stated the road was too far gone even for the Waite Park road project and would need to be tackled later. We presumed this meant in a year or two, as the city stated it needed to secure funding.

It is now 2021. Residents here have waited patiently for far too long. The roads in the Waite Park concrete project were well beyond their 40-year life at the time they were redone, according to the city. Yet 33rd Avenue NE remains a mess, now 60 years into a 40-year maximum life span. We deserve answers on why the city keeps ignoring and pushing back the repair date for when this road will be returned to a useable form.

I watched the city staff video presentation and noted that very little was said there about 33rd Avenue NE, other than that it was slated for repair in 2026 (although the city web CLIC document says 2027). Here are my comments, as a resident who lives a few houses off 33rd:

- As noted via my attached photos, this street has been subject to asphalt patches of asphalt patches of asphalt patches, over and over again, on a concrete road. The city states this road is 60 feet wide; most of these asphalt "patches" on concrete road are the width of the street, curb to curb, and from 1- to 4-feet long, with 7 to 10 of these large sections of "patchwork" per block. Manholes and intersections are particularly degraded. Some areas look like "washouts." A couple intersection areas closer to Central Avenue were, thankfully, patched over with concrete in the recent concrete repaving of adjacent streets, but most of the deterioration has been treated only with messy temporary asphalt attempts. It is no longer sensible to keep this up. At least annually for over a decade, I have had to call the city to get major potholed caverns and deteriorated pavement fixed. The patches last about a year. This problematic stretch of roadway has frequently come up at neighborhood meetings as a priority to be fixed ASAP.
- As you can see now, the patches are not holding and instead are disseminating loose rocks from the holes out onto the surrounding street and gutters, creating a hazard to pedestrians,

cars, adjacent yards and sidewalks, and any unfortunate bicyclists who might venture onto this steeply graded street.

- This project is now listed as a one-mile area, Central to Stinson. However, the original focus has been most severely deteriorated Central to Johnson section, not the portion east of Johnson, which is in somewhat better shape. I suggested you divide up this project, make it more fundable, and address the most severely degraded roadway portion (Central to Johnson) first, since conditions at times are making this road truly unnavigable by vehicle; I would presume the same difficulties exist for the few bikers making the strange choice of using one of the steepest grades in northeast Minneapolis, maybe all of Minneapolis, on a road that leads to the geographically highest point in the city (a few houses north of 33rd Avenue NE on Johnson) when other better routes are available nearby.
- This project is now listed as not only a roadway reconstruction project but a sidewalk/ boulevard/tree/bike facility project. The roadway from Central to Johnson itself needs emergency action, first and foremost. The rest can and should wait. The sidewalks appear in good shape, there are already boulevards and trees present, ADA ramp improvements have already been made, and any bikers would be well advised to use a different street due to the steep grade. I would hope the one-mile of wish list items (and funding for them) is not holding back/delaying work on a severely deteriorated, dangerous roadway well past its life span and the promised repair to this neighborhood years ago. The likelihood of 33rd Avenue NE, Central to Johnson, becoming a well used, welcome bike route are slim to none, regardless of the surface. Concentrate on the road itself.
- The roadway itself is at times unnavigable and outright dangerous. Before I quit driving on it entirely this past year due to its poor condition, unsafe conditions and danger to my vehicle, I often felt it necessary to weave from side to side, often driving on the wrong side of the street or in the gutter to avoid deteriorated sections of the road. Now I take an alternate route in the neighborhood - but this creates more front-yard air pollution and traffic for those who live on adjacent streets. (33rd Avenue NE appears to have only one front-facing house, from what I recall of the entire mile-long stretch.)
- This street is one of few roads in the area that traverses the entire neighborhood (vs. being cut off by other blocks). So I suspect 33rd Avenue NE is more highly travelled than the adjacent east-west streets. This roadway runs from the busy Central Avenue "main street" past Waite Park, the recreation center and school over to the city border and beyond into Saint Anthony Village and all the way to Roseville. The only other two-lane-wide streets in this area that continue through are 29th Avenue NE and at the city's northern border of 37th Avenue NE, which is often not an option for access to the neighborhood due to the railroad tracks that slice across Central, Johnson and through some of the neighborhood's side streets. It would be a mistake to view 33rd Avenue NE as just another side street. It is well travelled and a much-needed local transportation route for vehicles and pedestrians, particularly within the neighborhood, including those headed to/from the Central Avenue bus stop and to/from what had been pre-COVID a bustling cafe (and hopefully will be again).
- Finally, continuing to ignore this decrepit blight of infrastructure on 33rd Avenue NE is counter to the city's 2040 Comprehensive Plan, environmental justice, and equity goals. For example, the plan and portions of your CLIC document state:
    - "The City of Minneapolis will promote design for the built environment that is dynamic and durable, reflects the diversity of Minneapolis residents, and contributes to **a sense of place and community identity**. The City will also **proactively improve**

the public realm, including streets, sidewalks, parks and open spaces between buildings, to ensure that public spaces and private development are **thoughtfully connected**."

- "Capital improvement projects … complete a corridor and **enhance the character of the area which helps preserve property values** and the city's tax base." *(quote from another road paving project in the CLIC document)*
- "A quality alley **affects the respective values [of] the adjoining residential properties**."
- "**Improve the pedestrian environment in order to encourage walking** and the use of mobility aids as a mode of transportation."
- "Use design principles that ensure **a safe and welcoming environment** when designing all projects that impact the public realm."
- "**Collaborative and community-inclusive strategies to ensure safety for all** members of our community…"
- "Improvements will activate space and **be reflective of the communities they are located within** by utilizing features such as curbs, medians, bollards/flexible traffic posts…"

Ranking PV157 as 51 out of 62 public works projects and pushing it back again to 2027 disregards all of the above principles and makes one question the city's priorities. Even the creation of new street "parklets" ranks higher than PV157! It signals that our neighborhood's "sense of place and community identity" will remain one of public disinvestment, blight, ramshackle, unnavigable and dangerous infrastructure. One has to wonder if private disinvestment follows public disinvestment out the door. We remain a low priority, even two decades after the end of life of infrastructure because the city refuses to "enhance the character of the area which helps preserve property values" and fails to create "a safe and welcoming environment." Lack of infrastructure improvement also is "reflective of the communities they are located within," and this CLIC choice reflects disinvestment and poor prioritization in a community that has already been subjected to the recent loss of a city-designated historic landmark, once a much-hoped for redevelopment site, only to be replaced by an 8-acre asphalt parking lot stacked with overseas shipping containers and their accompanying diesel-fume-laden trucks and trains.

Another CLIC choice in the hopper would supply funding to CPED and Public Works to "respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where investment will follow…" Ranking this road for work in 2027 adds to the city's signals that this neighborhood is not destined to be one of those.

Please reevaluate and move this project up to 2023.

###

Minneapolis Planning Commission
Finance & Property Services
Capital Long-Range Improvement Committee
Public Service Building
505 Fourth Ave S, Room 320
Minneapolis, MN 55415

1 May 2021

Re: Public Comments for the Capital Long-Range Improvement Committee (CLIC)

Dear Minneapolis Planning Commission and members of the CLIC,

Thank you for providing an opportunity for the public to comment on capital project proposals and provide input on desired future projects. Though I will surely give an abridged version of these comments in person at the public hearing, I thought it prudent to share my comments in writing, as well, given the volume. My apologies in advance; though I seek brevity, it has never been my strong suit.

For added ease, I have broken my comments into the commented list below, adding in specific report numbers where possible.

1. **Near side signals, No Turn on Red, and mirrors across blind intersections (TR022)**

I believe these suggestions could fall under the TR022 Traffic Safety Improvements request. Near side signals represent a tangible design step to get the City towards its Vision Zero goal of no traffic deaths. Our current signal designs are solely oriented for the efficient movement for cars, with little regard for pedestrians and bikers. The national Manual of Uniform Traffic Control Devices (MUTCD) doesn't even have a pedestrian section! The Minnesota variant does have some pedestrian guidance, but both documents really point to the status quo for design, though we know that these aren't optimal designs.

I would encourage the City to empower Public Works (and local residents at neighborhood meetings) to suggest MN MUTCD and federal MUTCD alternative signal designs, including the adoption of near sign traffic signals. Near side traffic signals are used extensively in Europe and can even be found in a few other cities here in the US. They force vehicles to stop farther back to see the light, which in turn protects the pedestrian crosswalk. They also allow bikers space to get in front of stopped cars, which improves their overall visibility. This design also deters cars from running red lights because drivers can see the lights sooner when approaching an intersection.

The counterarguments are that signals need to be uniform (thus the manual) and piloting can be challenging and expensive if the design underperforms. There are, however, numerous examples of varying signal types already, whether side signals at freeway entrance ramps, horizontal signals in neighboring Wisconsin, flashing lights, or duplicative signals. Drivers are simply looking for the lights and are not concerned whether they are on the near or far side. The cost question I find to be a false flag overall. Road reconstruction is already building signal arms on all sides; changing the placement slightly of those arms is a negligible expense. If we are making safety investments with the worry that they might need to be changed in the future, nothing would ever change! Given the number of pedestrians being killed in the United States annually (more than 6,000 and increasing according to the National Highway Traffic Safety Administration!), settling for the status quo is a bad idea.

The process to pilot a near side signal is worth noting. Because it is not a standard design in either the MN MUTCD or federal MUTCD, any project using that design would have to apply for interim approval. Though extra paperwork, this is an initiative that the City should take on! Piloting these kinds of changes are good when the City's climate goals are to encourage more walking, biking, and transit use. Creating safe infrastructure is important to increasing user numbers. Minneapolis should be setting the standard for everywhere else. I would also plug that this is a good opportunity for the City's Public Works department to submit comments to the federal MUTCD, since it is up for revision for the first time since 2009 and Secretary Buttigieg extended the comment deadline until May 14th. Let's advocate for more flexible safety options so we can improve our standard designs!

Apart from near side signals (my clear passion), I would also encourage greater use of "No Turn on Red" signs and intersection mirrors to promote safety for all user types. Particularly in heavy pedestrian areas, cars turning right on red are dangerous because the driver is naturally looking to the left for oncoming traffic and completely ignoring any bikes that might be coming up from behind or pedestrians coming from the right. Similarly, cars accelerating quickly to try to make it into a short break in traffic can also quickly lead to collisions and unsafe conditions for other drivers. Again, if the City is serious about eliminating traffic deaths, this would be a huge step forward. Less common, I like the cheap improvement of using mirrors across intersections when those intersections are blind. The easiest example is going North on Bryant to Franklin Avenue. At least currently, cars parked on Franklin obscure the view of any road user coming from Bryant. A cheap fix is to simply put a mirror on each side of Bryant so traffic from the other direction can see around parked vehicles. The Franklin redesign might make this point moot, but it is still a useful tool at other dangerous intersections around the city.

2. **Resurfacing of Cedar Lake Trail and Greenway (BP003)**

As a year-round bike rider, I would strongly encourage both that the Greenway mill and overlay is moved up the priority list and that the Cedar Lake Trail is added to the priority list. The Greenway is pretty beat up right now, partially because of the bridge work. Now that the bridge work is complete, it makes a lot of sense to get the mill and overlay work done to make this the bike gem that it is. Though it may be sufficient for driving, it is quite bumpy for bike riding.

I don't know that the Cedar Lake Trail has ever been included in a CLIC request. This trail is stunning and heavily used. Right now, however, it is in pretty bad shape. I have to ride sitting up until I get to the suburban section to save my wrists because the cracks are so frequent and deep. I know the condition is leading some to skip this trail all together right now. This is a beautiful trail and draws both commuters and recreational riders from inside and outside of the city. The suburban portion was filled in a few years ago and is great to ride. It is time for Minneapolis to do maintenance on our section. Please add this to the list!

3. **Hennepin Ave Project (PV158) and Safe Routes to School (BP001)**

I know that the Hennepin Ave project is well underway and options are being reviewed right now. Given that the City's Transportation Action Plan is referenced in the PV158 budget request, I would urge both CLIC and the Planning Commission to ensure that the final design incorporates dedicated bike facilities on Hennepin Avenue to meet TAP commitments and adhere to the initial budget request. I would also note that this is an All Ages and Abilities corridor in the Bicycle Master Plan, so any design not featuring protected bike facilities should not be allowed per the terms of the budget request and City policy. I

know that CLIC and the Planning Commission normally don't get involved with the design elements of projects, but this could be an opportunity to send a letter of support for bike options, citing budget elements that CLIC and the Planning Commission approved.

One other note on this project, I would encourage it to be added to the Safe Routes for School (BP0001) budget request, as Jefferson Community School is located along Hennepin Avenue and will dramatically benefit from a protected bike facility on the east side of Hennepin, as currently proposed in Option 1. Particularly with the district reshuffling, more students will be coming from the west and north, users that are well suited for this corridor. Pairing this protected infrastructure with the existing semi-protected (bollards) route on W 26th St will create a set of premier safe routes to school in the city.

4. Move electrical infrastructure underground during any road construction or reconstruction

While reviewing CLIC budget requests, it came to my attention that there is no "Electrical Infrastructure" section. I feel that this is a missed opportunity and gives too much deference to Xcel, Comcast, and CenturyLink in determining the pole infrastructure in the city. Every time the city has a major road project, part of the planning and coordination should be to move electrical facilities underground. This improves overall resilience of infrastructure, improves the viewshed, and creates consistency across the city. Downtown has underground infrastructure, but this same benefit is not extended to broader Minneapolis residents. In my personal experience with Xcel, there is an inconsistency and often negligence when it comes to keeping pole infrastructure orderly or even removing unnecessary poles.

My proposal would be to add this as a budget request section in future CLIC reports. If necessary, the City might need to leverage its franchise agreement with Xcel to force this kind of compliance. I realize that this is an added complexity, but the city already coordinates water and sewer as part of its projects. Adding in electric infrastructure seems logical, especially when the streets are torn up. Otherwise, we risk scenarios like on the new protected bike lane on Hennepin Ave in downtown where there are a couple Xcel poles directly in the middle of the bike path, some without any active wires. Theoretically Xcel will come remove those at some point, but why have them there at all? Now cement around the base will need to be repaired and bikers are being forced to either be very precise with their riding to avoid the pole or go around onto the sidewalk, which can force them dangerously into the path of pedestrians. Coordinating this in advance with Xcel would create a safer situation for all parties.

Relatedly, as far as I could find in my property records at least, there is no mention of an electrical or telecommunications easement on my property. Yet somehow I have Xcel poles and Xcel, Comcast, and CenturyLink lines on my property. They certainly provide a public good, but that should not give them free reign to be anywhere they want to be. Take every opportunity to move them underground and it will be better for the city in the long-term.

5. Lyndale Ave N bike lane

My remaining two comments are on behalf of friends who cannot attend themselves or who are unfamiliar with the commenting process. The first lives in North and is interested in adding bike infrastructure to Lyndale Ave N. Unlike the southern portion of Lyndale Ave, I believe Lyndale Ave N is controlled by the City of Minneapolis and would be eligible for a future project proposal. This route would continue to enhance the connections between North Minneapolis and the rest of the city. He is a year-round user and doesn't always feel safe riding on Lyndale in its current design. I do appreciate the

Dunwoody Boulevard protected bike lane to help with some of the connections to North, but Lyndale Ave is another good step.

6. Alley resurfacing Fremont Ave S between 35th and 36th (PV006)

My understanding is that alley resurfacing is being paused because of budget shortfalls, but I do want to strongly advocate for the alley on Fremont Ave S between W 35th St and W 36th St both be added to the five-year resurfacing list and that the list actually proceeds this year.

This section is currently on the "to be considered" list, but the pictures at the end of this document certainly play out that it should be redone sooner rather than later. My friend cannot access his driveway for a couple months every winter because of the freeze thaw cycle that creates tall ice curbs higher than 1'. It is unacceptable that alleys are inaccessible. That same freeze thaw cycle is also damaging the concrete driveway, but contractors are refusing to repair it because the flooding is so frequent and severe that the work is nearly impossible to complete and is constantly being undone by the winter months. A city engineer has evidently been out to the alleyway and declared that it needs a full reconstruction, potentially with an added sewer drain to deal with the stormwater issues. My friend understands that there would be an assessment, but he will gladly pay it to resolve the problem.

Alley repair and resurfacing is not the sexiest of public works tasks, but alleys are also not something that we can simply abandon. He has reached out to his council member and spoken with a city engineer, but I believe a recommendation through CLIC is the only way for his alley to get redone anytime soon. I urge CLIC and the city to make this recommendation and do this work.

Again, I want to thank you all profusely for your efforts and time. I appreciate that your roles are either voluntary or minimally compensated, but your work truly keeps the City moving. Thank you for considering my comments and I hope to see some of these additions in the future.

Best,

Peter Schmitt
Lowry Hill East
22xx Bryant Ave S

These pictures show the alley on Fremont Ave S between W 35th St and W 36th street during the freeze thaw cycle and after rain events.

Dear Mr. Bernstein,
I'm a Minneapolis resident at 4804 Dowling Street, which is located about a block from the water main dead end on 47th Avenue S. and Dowling. Although I understand that my block is on a different set of pipes than that location, I still suffer from orange tap water every time the hydrant on that corner is flushed. My sinks, bathtub and toilet get discolored, I've had orange tinted clothes come out of my washer, and I know sediment is being deposited in my water heater. Obviously when the hydrant is flushed, the sediment is distributed throughout the adjacent water systems. I also know that even though I'm not on a dead end, my house is located on a low-flow street.

This situation needs to be rectified. The orange water is not just an aesthetic issue; the build up and flushing of sediment and treatment chemicals is causing damage. What testing is done on the stagnant water prior to flushing? Why am I paying for water I'm afraid to drink? My understanding is that the pipes need to be relined to fix this problem. Please determine a way for the city to accomplish this!

I can't attend the CLIC public hearing on capital projects on May 12, so I ask that you accept this email as my public comment.
Regards,
Ann Laughlin
4804 Dowling Street
Minneapolis 55406
Ward 12
612-709-2783
annlaughlin1@gmail.com

"Residents need to be more engaged when traffic calming or other traffic engineering changes are implemented without thorough education and engagement of the public--pedestrians, bikers, and drivers alike. Some changes like placement of near-side signage (or signals) may lead to confusion and create more danger when some drivers go around vehicles that are stopped and observing the "no turn on red" signs. Other changes to lanes may inadvertently result in drivers speeding up to get ahead of merging lanes resulting in traffic accidents. The Osseo Bridge is an example of lane reductions where striping "closed off" the center lanes. The result has been some drivers speeding up to pass other vehicles, going into the center striped closed area of pavement or even going into the opposing traffic lanes to pass other vehicles. Traffic engineering changes to calm traffic need to be vetted for efficacy and communicated widely to the general public when implemented in our public spaces."

Julie Voight

Glossary of Capital Terms & Acronyms

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

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

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

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

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

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

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

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

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

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

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

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

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