

ART01 - Art in Public Places

Project Details:

Project Start Date: 1/1/25

Estimated Project Completion Date: 12/31/25

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: Ex. 1 of 2

Submitting Agency: Arts & Cultural Affairs

Contact Person: Mary Altman

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Website: <https://www.minneapolismn.gov/things-to-do/public-art/>

Prior year(s) funding amounts: \$1,251,000

Total project cost (all years): \$9,684,991

Project Location:

Address: City-wide

City Sector: City-wide

Neighborhood(s) Located: TBD

Ward(s) Located: TBD

Description of Location: Locations will be determined through Public Art Project Selection Process in Summer 2023. See the map below for the locations of current projects.



Recently installed public art at Samatar Crossing, *Common Currents*. The work was created by artists Ifrah Mansour, Aaron Marx and Randy Walker. It includes poetry by poets Aegor, ShaFunda Brown, Sharon Day,

Project Description

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

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

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

Proposals for new public art sites are selected annually from projects in the Capital Improvement Programs for the Minneapolis Park and Recreation Board (MPRB), Public Works, the Municipal Building Commission and Property Services. The City's Public Art Advisory Panel and the Minneapolis Arts Commission select projects based on the [Public Art Values and Goals](#) and the adopted criteria for site selection. A key focus of Art in Public Places is community engagement. This engagement is tailored to the needs of each community, and may entail a variety of strategies such as:

- Involving residents in project planning,
- Reviewing draft design concepts,
- Creating aspects of artworks in community workshops, and/or
- Developing interactive works people can experience in new ways each time they visit the site.

Purpose and Justification

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

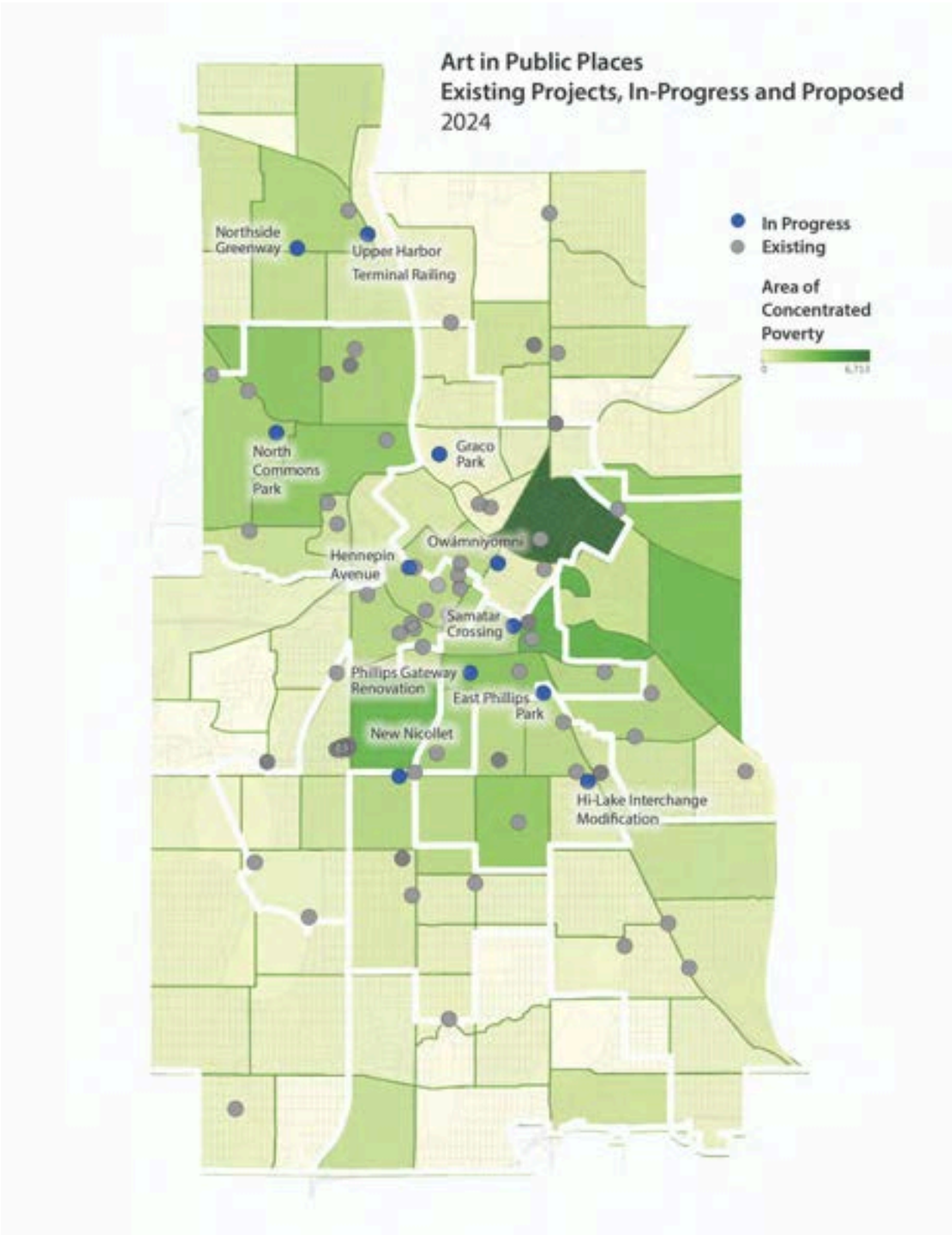
- **Stimulate Excellence in Community Design:** Public art improves the City's appearance and stimulates innovation and high-quality design.
- **Value Artists and Artistic Process:** Public art commissions create opportunities for artists to express their vision for the community and earn a livelihood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

Since 2015 Art in Public Places has been funded annually through City ordinance at the minimum level allowed, which is the equivalent of 1.5% of the net debt bond. For the first time since the ordinance was

adopted, Arts & Cultural Affairs is proposing an additional public art CBR for the Upper Harbor Terminal project. See CBR ART02.

Project Visuals and Map

The map below shows the 90 existing artworks in the City's public art collection and the 11 works in progress.



Project Funding and Cost Breakdown

ART01							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391001 - Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$1,251,000	\$1,233,991	\$1,290,000	\$1,365,000	\$1,440,000	\$1,515,000	\$1,590,000
REVENUES	\$1,251,000	\$1,233,991	\$1,290,000	\$1,365,000	\$1,440,000	\$1,515,000	\$1,590,000
Expenses							
DANDPM - Design and Project Management	\$906,500	\$1,000,000	\$1,000,000	\$1,100,000	\$1,200,000	\$1,250,000	\$1,300,000
GOVER - General Overhead	\$60,000	\$49,360	\$51,600	\$54,600	\$57,600	\$60,600	\$63,600
FFANDE - Furniture, Fixtures, and Equipment	\$284,500	\$184,631	\$238,400	\$210,400	\$182,400	\$204,400	\$226,400
EXPENSES	\$1,251,000	\$1,233,991	\$1,290,000	\$1,365,000	\$1,440,000	\$1,515,000	\$1,590,000



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

Asset Condition

Asset type: Horizontal Infrastructure, Vertical Infrastructure

Is this request a new capital project or an existing project? New / Existing

It may be both, as projects are not yet selected. The major conservation of an existing artwork may be selected.

If the project is an existing asset, what is the observed remaining life of the asset?

For projects that are major conservations, potential lifespan is a consideration whether the work should be conserved. Typically major conservations occur when they can extend the life of the artwork by 20 years or more.

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

If a major conservation is selected, a condition assessment and treatment plan are developed by an art conservator. These are the metrics that the art conservators use when they make a recommendation:

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

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

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

Public artworks are designed to have a lifespan of 25 years.

Investment/Cost of Deferred Maintenance

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

This project is funded through ordinance at a minimum level of 15% of the NDB.

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

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

Service Level

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

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

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

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

Stimulate Excellence in Urban Design and Public Arts

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

Enhance Community Identity and Place

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

Contribute to Community Vitality:

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

Involve a Broad Range of People and Communities:

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

Value Artists and Artistic Processes:

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

Use Resources Wisely:

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

Partnerships

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

No.

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

Unknown at this point as 2025 to 2030 projects are not yet selected and additional fundraising is project-specific. On average, the City's NDB allocation to Art in Public Places projects leverages more than a 25 percent match in funding from other sources.

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

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

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

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

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

Economic Development

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

Describe the economic development impact of the project:

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

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

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

Transportation

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

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

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

Not applicable.

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

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

Operations and Maintenance

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

Increase.

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

\$3,800 (for three projects)

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

Approximately 2030.

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

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

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

Basic annual maintenance, such as cleaning and debris removal, is provided by project partners and property owners. More complex annual maintenance, such as graffiti removal and new coatings are funded annually through Arts & Cultural Affairs general fund. The 2024 maintenance budget for public art is \$75,000.

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

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

Project Coordination

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

Public art projects on average take approximately three-four years to complete, including planning with the community, artist selection, design development and modification, conservation assessment, design approvals, community engagement, fabrication, installation, and the final celebration. The timeline for projects varies and can be extended for two reasons: 1) The related infrastructure project is delayed; 2) emerging artists and organizations are involved and need additional support and time for training and development. It's important to note that projects are taking longer since the murder of George Floyd in 2020 due to the need for increased trust-building, transparency and accountability during the community engagement process.

The following is a list of projects underway and their status as of March 2024.

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

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

Project Selection: Winter 2025

Project Planning and Initial Engagement 2025

Artist Selection Process: Winter 2026

Design Concepts and Additional Community input Summer Fall 2026

Fabrication: Summer/Fall/Winter 2027

Installation: Spring 2028

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

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

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

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

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

Remaining Bond Authorizations

Project	Year Funded	Phase	Est. Completion	Allocated	Remaining
Samatar Crossing	2017	Celebration	2024	353,000	30,000
Hennepin Avenue Reconstruction	2018	Fabrication	2025	425,000	375,000
Owamniyemni	2018	Planning	2026	850,000	632,000
Phillips Gateway Renovation (First Phase)	2020	Planning	2025	110,000	60,000
Upper Harbor Terminal Railing	2021	Fabrication	2025	420,000	420,000
Hiawatha Lake	2022	Planning	2025	600,000	600,000
North Commons Park	2022	Artist Selection	2026	325,000	325,000
East Phillips Park	2022	Planning	2023	550,000	550,000
Graco Park	2023	Planning	2026	400,000	400,000
Northside Greenway (First Phase)	2023	Planning	2028	50,000	50,000
New Nicollet	2023	Design	2026	550,000	520,000
Major Conservation	2024		2024	450,000	450,000
2024 Projects (Not Yet Selected)	2024	Selection	2028	1,251,000	1,251,000
					4,412,000



Sample Conservation Project

Often future investment in an artwork occurs due to major damage to an artwork by a vehicle or maintenance equipment. The Harrison Gateway by Jane Frees-Kluth at Penn and Broadway was hit by a vehicle in 2023, which required a new footing and repair to the bronze sculpture. Although this artwork was installed in 1994, nearly 30 years ago, the paint coats remain in very good condition.

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

Arts and Culture

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

Public art supports economic development in arts districts, cultural corridors and other areas of the City by celebrating the identity of those places and the people who live there. Downtown Hennepin Avenue was selected for a public art commission with a goal of increasing and highlighting the vitality of the City's Theater district. Art in Public Places supports local artists and creative organizations, builds their capacity to develop projects and earn revenue, and ensures they receive appropriate support and compensation for their services.

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

Public Services

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

- Facilitating a decision-making process through the Minneapolis Arts Commission and the Public Art Advisory Panel rooted in the City's goals and policies, particularly those that focus on transparency, fairness, and ethical decision-making.
- Selecting artists through an open call process; making information, materials and panel comments available to all applicants; and providing one-on-one technical assistance in community venues and on-line to support applicants in completing application materials.

- Promoting Calls for Artists through a range of methods and collaborating with organizations to reach artists of color. (For the Water Works artist selection process, the Call for Artists was advertised in the Circle Newspaper and through Native American networks. In 2021 fourteen out of the twenty-four artists under contract were BIPOC.)
- Seeking the appropriate partners and diverse community members to serve on Public Art Steering Committees and Artist Selection Panels.
- Ensuring agreements with artists appropriately respect their copyrights
- Maintaining an active Gov Delivery list of 1,500 Minnesota public artists and sharing monthly local and national Calls for Artists.
- Working with steering committees and artists to create community involvement processes which are appropriate to their communities and reach a diverse people. These range from traditional community meetings, open houses and pop-up intercept surveys to involving the community directly in artistic planning activities and in the creation of artworks.
- Developing projects in strong collaboration with City partners and through relationships with dozens and dozens of staff within Public Works, MPRB and other agencies. In addition, public art staff act as a resource to these partners when they are developing and conserving their own public art projects
- Public artists, steering committees and partners have access to all project materials through SharePoint.

Built Environment and Transportation

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

Racial Equity Impact Analysis

Data

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

Unknown at this point as the projects have not been selected however, when projects are selected, public art project managers examine these statistics to shape the engagement plans for their projects. In addition, the staff coordinating the infrastructure project (such as Public Works or Park Board staff) have typically already examined this information and shaped the engagement plan for the infrastructure. For example, the [North Commons Park Engagement Plan](#) details the demographics of the geographic areas served by the Park. Public art project managers and these staff work together to determine the ways in which the public art project overlaps with the infrastructure engagement, as well as the additional public art engagement that is needed.

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

Unknown at this time as stated above, but this important question is addressed during the planning phase for each project. Project Managers not only compare how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents, but also how constituents from BIPOC communities currently relate to engagement approaches compared to white constituents, and how the engagement approaches should be tailored to them. For example, for North Commons Park, we know that the population surrounding the park is 427% Black/African American, which means that it will be critical for us to partner with organizations serving these populations.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

Again, unknown at this point, however, during each public art project, one of the key questions that is asked relates to how community identity might be expressed or celebrated through the artwork. For example, for the Currie Park mosaic which celebrates many of the groups that have immigrated to and lived in Cedar

Riverside, artist Craig David and apprentices Deeq Abdi and Yaba Gobana interviewed and gathered input from the following people and groups:

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

Below is a summary of the mural themes that came from these interviews

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

Analysis

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

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



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

Additional Information

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

- Information about the public art commissions underway.
- Eight tours of the artworks in the City's public art collection and additional artworks in the collection of Minneapolis Park and Recreation Board.
- The adopted policies that guide public art decisions in the City, including artist selection, site selection and community engagement.
- Opportunities about public art engagement opportunities, events, and calls for artists can be found on our Facebook page.

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

ART02 - Upper Harbor Public Art

Project Details:

Project Start Date: 1/1/25

Estimated Project Completion Date: 12/31/2028

Ongoing Program: No

Current Phase: Planning / Design

Level of Need: Significant

Department Priority: 2 of 2

Submitting Agency: Arts & Cultural Affairs

Contact Person: Mary Altman

Contact Phone Number: 612-673-3006

Contact Email: mary.altman@minneapolismn.gov

Website: <https://www.minneapolismn.gov/things-to-do/public-art/>

Prior year(s) funding amounts: 0

Total project cost (all years): \$1,550,000

Project Location:

Address: Multiple

City Sector: North

Neighborhood(s) Located: Webber-Camden,
Camden

Industrial, McKinley

Ward(s) Located: 4

Description of Location: 48 acres located in North Minneapolis, generally between the Lowry Avenue and Camden bridges, on the west bank of the Mississippi River



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

Purpose and Justification

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

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

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

For the first time since the public art ordinance was adopted, the Public Art Program is proposing a CBR for a single public art site. Upper Harbor deserves this level of commitment. The proposed \$1,550,000 (\$250,000 was already allocated by Art in Public Places for a railing project on Dowling) is comparable to the recent budgets for Nicollet Mall and the new Public Service Building (Both of those budgets were outside of the annual Art in Public Places allocation as well). New works might include artist designed plazas, pavement, benches, and wayfinding—all integrated into the built environment that shapes the new UHT community.

More than 20 years ago artist Seitu Jones took on a similar challenge for Heritage Park. His designs incorporated into the railings of bridges, headwalls, plazas and pavement discuss the history of housing discrimination in the community and celebrate the return of wildlife and indigenous plants communities that are part of the storm water management infrastructure in the neighborhood. In recent years, Juxtaposition Arts has worked with Public Works and MPRB to begin to shape themes and ideas for public art and the public realm of the UHT. In 2021, the Art in Public Places allocated \$250,000 for funding one of Juxtaposition’s plans for a 204-foot railing along Dowling Avenue and adjacent to Precision Associates. The public art process defined in this proposal will build on Seitu’s legacy and Juxtaposition’s vision for the identity for the UHT. A strong public art program for this site can’t make up for the generations of racism and environmental injustice, but it’s an extremely important element for beginning the effort at this site.

Project Description

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

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

Plans for UHT include a new 19.5 park along the Mississippi Riverfront, which is largest single addition of land to the Minneapolis park system in decades. Proposed park features include a flexible plaza and lawn, play area, water access, mobile buildings, water access, green infrastructure center and natural areas. Although some of the original structures on the site will remain and be reused much of the site will be entirely new construction and a new landscape. UHT will be a whole new place within the City with an identity yet defined, but also with a complex history and connections to diverse places and people.

The City and the Northside community are advancing the Upper Harbor Terminal project in the context generations of historic patterns of systematic and institutionalized discrimination, disinvestment, economic exclusion, and disenfranchisement—from the enslavement of Black people, to the exile of the Native Americans to reservations to the present day murder of George Floyd. As part of the planning process for the Parks and Infrastructure for UHT, Juxtaposition Arts was commissioned to think about this context and place and to develop overall values for UHT public art. These compelling storylines came from their work.

Histories of ecological harm and disconnection from this place— The river has been altered to benefit settlers, businesses and industry. The river has the power to heal our communities, but first we need connection.

Environmental justice work and vision— Industry has polluted the water, soil and air. As community organizing forces polluters to change and move out, it's critical that the Northside community is at the table to envision and drive what is next.

Appropriation and re-appropriation of this place— Local graffiti artists began using the domes and other structures as canvases, redesigning the area as an outdoor gallery. This DIY approach to placemaking turned Upper Harbor Terminal into place known by artists.

Settlement history of the Northside— The Northside is defined by resilient people who came together from different historical traumas. This revolutionary community, defined by our victories as much as our struggles, shares this history. Now we have a new generation who is creating a new vision and reality.

Food sovereignty in Black, Native and POC communities— A movement of growers and chefs, gardeners and organizers, entrepreneurs and non-profits are addressing the lack of access to fresh and healthy foods. UHT has the potential to amplify Northside food justice efforts.

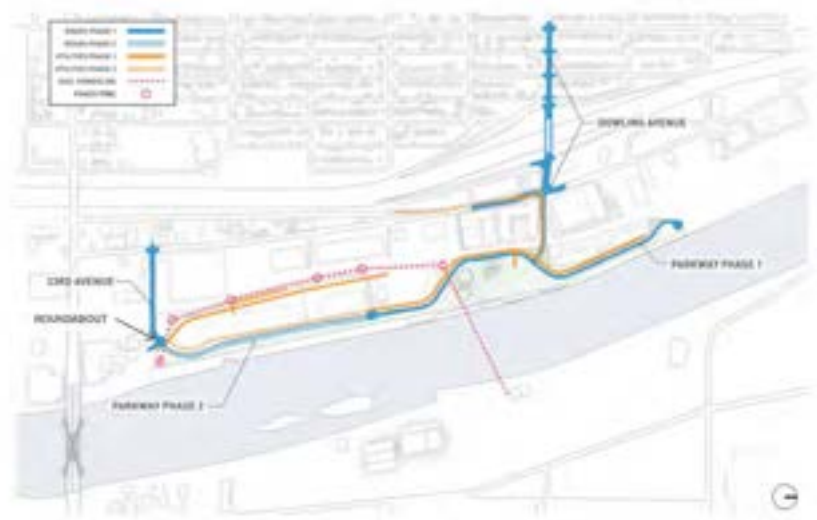
This CBR proposes to engage artists in reimagining the UHT by creating permanent public art works and places that implement these storylines.

Project Visuals and Map

LOCATION



SITE OVERVIEW



Project Funding and Cost Breakdown

ART02							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$150,000	\$400,000	\$500,000	\$500,000	\$0	\$0
REVENUES	\$0	\$150,000	\$400,000	\$500,000	\$500,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$142,500	\$50,000	\$60,000	\$60,000	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
GOVER - General Overhead	\$0	\$7,500	\$20,000	\$25,000	\$25,000	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$330,000	\$415,000	\$415,000	\$0	\$0
EXPENSES	\$0	\$150,000	\$400,000	\$500,000	\$500,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure, Vertical Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

Not applicable as the asset doesn't exist yet.

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

Not applicable as the asset doesn't exist yet.

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

25 Years.

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

This is often not applicable to a work of art. However, when the artwork is integrated into City infrastructure, it does need to meet the standards for the infrastructure.

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

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

Stimulate Excellence in Urban Design and Public Arts

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

Enhance Community Identity and Place:

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

Contribute to Community Vitality:

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

Involve a Broad Range of People and Communities:

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

Value Artists and Artistic Processes:

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

Use Resources Wisely:

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

Partnerships

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

No.

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

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

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

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

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

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

Economic Development

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

Describe the economic development impact of the project:

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

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

No.

Transportation

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

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

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

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

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

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

Operations and Maintenance

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

Increase.

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

\$15,000

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

2030-2034, depending on when artworks are completed.

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

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

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

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

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

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

Project Coordination

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

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

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

Project Planning: Winter/Spring 2025, 2026 and 2027

Artist Selection Process: Summer 2025, 2026 and 2027

Design Concepts and Additional Community input Fall/Winter 2025-26, 2026-27 and 2027-2028

Fabrication: Summer/Fall/Winter 2026-27, 2027-2028 and 2028-2029

Installation: Spring 2027, 2028, 2029 and 2030

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

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

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

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



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

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

Arts and Culture

This project will support local artists and local creative organizations build their capacity to develop projects and earn revenue, and ensure they receive appropriate support and compensation for their services. It will also development the capacity of emerging artists and artists of color to develop culturally based works which are created by artists with deep experiences in those cultures The public art plan for this project in particular calls for the project to celebrate black lives and lift up Dakota voices.

Public Safety

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

Housing and Economic Development

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

Environmental Justice

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

Built Environment and Transportation

Public art on and within the streets, sidewalks, plazas, business corridors, and other publicly accessible

spaces of the UHT will influence the livability, bikeability, and walkability in the area. The public art will also support the goal of building a racially equitable place by establishing a sense of belonging and reflecting the identities of local ethnic, racial, and cultural communities in its design.

Racial Equity Impact Analysis

Data

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

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

White population/12,148/39.1%

Of Color/17,652/56.8%

Black or African American population alone/11,009/35.4%

American Indian and Alaskan Native population alone/323/1.0%

Asian or Pacific Islander population alone/3,340/10.8%

Other population alone/suppressed

Two or more races alone/1,531/4.9%

Hispanic or Latino population (of any race)/2,698/8.7%

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

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

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

Minneapolis faces some of the gravest racial inequities in the nation. Although we have not yet begun collecting data for the public art project, the multi-jurisdictional project team for UHT has gathered data that

will be extremely useful to the public art project. Key data that make the explicit link between the City's work at UHT and advancing options for people who face economic disadvantages in Minneapolis:

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

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

"Having the UHT park be a place welcoming to all, where all communities can learn about Dakota land and Black culture, as well as the Indigenous, Southeast Asian, African, and Latinx and many different people that call North Minneapolis home means balancing diverse voices and activities:

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

Additional Information

Juxtaposition's public art plan for UHT can be found [here](#).

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

MBC10 - Exterior Improvements

Project Details:

Project Start Date: March 2018

Estimated Project Completion Date: 2027

Ongoing Program: Yes

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 3 of 6

Submitting Agency: Municipal Building Commission

Contact Person: Daniel Hagman

Contact Phone Number: 612-472-0792

Contact

Email: daniel.hagman@municipalbuilding.org

Website: municipalbuilding.org

Prior year(s) funding amounts: \$4,419,000

Total project cost (all years): \$13,719,000

Project Location:

Address: 350 South 5th Street

City Sector: Downtown

Neighborhood(s) Located: Downtown West

Ward(s) Located: 7

Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

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

Preserving this asset involves addressing building envelope issues on a regular basis. This project is primarily about asset preservation, but also about tenant comfort. The project includes limited waterproofing replacement, masonry repointing and repairs, exterior window repair, and door replacement and repair, clock tower antenna removal, exterior lighting, and exterior access control.

The City Hall/Courthouse is on the National Register of Historic places, and it is an iconic historic landmark for Minneapolis, Hennepin County, and Minnesota. Approximately 60 percent of the useable space is occupied by City of Minneapolis offices and the balance by Hennepin County programs.

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

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

Phase 3 (funded, and currently in the bid process) will address the North tower scope: antenna removal, flagpole upgrade, 13th floor roof replacement, and address the failing 12th floor ceiling tiles. Work to begin spring/early summer 2024.

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

removal, waterproofing, and resetting, perimeter door work, turret repointing and masonry repairs in north and south towers. This work is targeted to begin spring of 2025

Phase 5 is scheduled to begin February 2026, and will address remaining interior courtyard masonry and waterproofing, window sealant abatement and replacement, replace roof on all shafts, replace/add heat tape in the interior courtyard.

Purpose and Justification

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

The focus of Phase 4 (Current Funding request) is address the water intrusion on the 5th Street side fo the building, primarily the moat roof and 5th Street stairs. The moat roof repairs will include removing the pavers and existing roofing layer, repair and damage below, then reinstall the new roof membrane and reset the existing pavers.

This same approach will be taken for the 5th Street stairs. Over the past 5-10 years, the stairs have begun to heave and sag. This has created entry points for water intrusion, which has resulted in water damage in the tunnel below, as well as areas of the sub-basement. The intent is to remove the stairs, then remove and reinstall new waterproofing layer below. The contractor will re-install the existing stair treads to retain the historical entrance to the building. The MBC is currently working with the Minnesota Historical Society to secure a grant to help fund this part of the scope.

The perimeter doors will be repaired as part of the Phase 4 Scope. 3rd & 4th Ave exterior doors are in dire need of repair, as well as the 5th Street entry doors. Lastly, the turrets in both towers need to be tuck pointed to prevent further water intrusion and deterioration.

Masonry

The MBC has now addressed the highest priority masonry problems. The remaining scope of work includes masonry repairs and repointing of all brick facades at the interior courtyard and the abatement and reinstallation of the window sealant throughout. This will be the focus of Phase 5, to be completed by the end of 2026.

Project Visuals and Map

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





Project Funding and Cost Breakdown

MBC10							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
322000 - County Grants	\$650,000	\$1,650,000	\$3,000,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$650,000	\$1,650,000	\$3,000,000	\$0	\$0	\$0	\$0
REVENUES	\$1,300,000	\$3,300,000	\$6,000,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$125,000	\$150,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$1,300,000	\$3,100,000	\$5,750,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$75,000	\$100,000	\$0	\$0	\$0	\$0
EXPENSES	\$1,300,000	\$3,300,000	\$6,000,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Vertical

Is this request a new capital project or an existing project? Existing

Ongoing project. Due to funding limitations over the past 6 years, this project has been segmented into multiple phases.

If the project is an existing asset, what is the observed remaining life of the asset?

Phase 4 assets: This phase will address water intrusion on different areas of the building. There is currently water infiltrating the sub basement and other areas, so there is no remaining life of this asset. These items have become more of a liability than an asset.

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

While the structure remains sound, these repairs are critical to mitigate any damage to the structure or tunnel below.

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

30+ years (Roof) 50+ years (Masonry/Stairs)

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

The building most in compliance as appropriate to the MN Building codes.

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

4

Partnerships

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

No. The MBC has applied for a grant through the MNHS. However the application is still under review. If approved, excess funds will be either rolled over to Phase 5, and/or returned to the City/County at the end of Phase 5.

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

The MBC has applied for a grant through the MNHS for the amount of \$125,000, which is approximately 50% of the cost for the 5th Street Stair repairs.

However the application is still under review at the time of this funding request. If approved, excess funds from this request will be either rolled over to Phase 5, and/or returned to the City/County at the end of Phase 5.

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

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

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

N/A

Economic Development

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

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

N/A

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

N/A

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

N/A

Operations and Maintenance

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

Reduce current operating cost based on increased energy efficiency of the building.

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

Unkown

Year that Operating Incr/(Decr) will take effect

2025

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

An exact cost is unkown, but there will be significant savings from potential water damage in the future

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

N/A

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

N/A

Project Coordination

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

The next phase of this (Phase 3) project will start in 2024 funding cycle. Design was completed using existing bond authorizations.

Phase 4: To begin 2025. Design was 90% completed as part of the original scope.

Phase 5: to begin 2026: Design was 80% completed as part of the original scope.

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

N/A

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

This project has already been segmented over the last 6 years. We can continue to segment it further, but it will result in higher costs.

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Central Minneapolis

White: 64.2%

Of Color: 32.5%

Black or African Americans Alone: 18.1%

American Indian and Alaskan Native Alone: 1.2%

Asian or Pacific Islander Alone: 6.8%

Two or more races alone: 4.0%

Hispanic or Latino 5.3%

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

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

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A

Analysis

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

N/A

Additional Information

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

MBC15 - Elevator 12 Modernization

Project Details:

Project Start Date: April 2025

Estimated Project Completion Date: December 2025

Ongoing Program: Yes

Current Phase: Construction

Level of Need: Important

Department Priority: 4 of 7

Submitting Agency: Municipal Building Commission

Contact Person: Daniel Hagman

Contact Phone Number: 612-472-0792

Contact

Email: daniel.hagman@municipalbuilding.org

Website: municipalbuilding.com

Prior year(s) funding amounts:

Total project cost (all years):

Project Location:

Address: 350 South 5th Street

City Sector: Downtown

Neighborhood(s) Located: Downtown West

Ward(s) Located: 7

Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

This project, located at the City Hall/Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, would include the option to either modernize one (1) of the fourteen (14) existing elevators in the facility, which services the Ground and Sub-Basement levels only, or remove the elevator and build out the vacated shaft to create additional storage. The previous tenants utilized this elevator to access secure areas in the subbasement, and now the space is vacant, so the need for a dedicated elevator that serves one floor needs to be evaluated.

Purpose and Justification

The Municipal Building Commission (MBC) engaged Van Deusen and Associates on February 18, 2016, to perform a comprehensive review of all elevators at the City Hall/Courthouse building to establish capital level upgrades that will be required over the next 20 years. In 2020, Van Deusen and Associates provided updated information for Car 12. This information provided in the 2020 update is the basis of this request. The MBC has utilized the current budget to explore the options below to either modernize Car 12 or remove it and build out storage space in the vacated areas.

A comprehensive modernization of elevator 12, based on the age of the equipment, obsolescence of the controller, limited availability of parts currently installed, and updated safety considerations with today's technology is one consideration. Elevator 12 was installed in 1985 and so it has now been in service for thirty-six (36) years. If it determined that a rebuild has the best long-term value in 2023, the scope of work would include a new elevator control system, new pump unit and submersible motor, valves, new door operators, new fixtures, new jack assembly, new cab interiors and replacement of selected hoist way equipment. All car operating panel devices, hall fixtures, braille insignia, care emergency communication systems, cab design, and floor passing tone devices will be addressed to attain compliance with ADA regulations.

Elevator 12 was only serving the previous tenants, and those tenants have now vacated this area. Because of this, the preferred option is to remove the elevator and its components and build back the shaft and lobbies into usable spaces. The build back option will include two areas: Sub-Basement- converting existing elevator equipment rooms into storage rooms, add a concrete floor over the elevator pit, add a ceiling, lighting, and outlet to the vacated shaft to create an alcove. Ground level-Add floor, ceiling, door and frame, light, and outlet to create a new storage room in vacated shaft.

Project Visuals and Map

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



Project Funding and Cost Breakdown

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
322000 - County Grants	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$30,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$350,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$20,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$400,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type:

Please select the asset type: Vertical Infrastructure (Facilities) - Elevators

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset? 0

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

This asset is currently not in functional state and is scheduled to be grounded in late 2022 Elevators can only be grounded for 3 years to allow for repair

What is the expected useful life of the project/improvement

Building back the vacant area will have a life span equal to the building

Investment/Cost of Deferred Maintenance

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

The elevator is at risk of being grounded for period of up to three years Not funding the project will result in the building being out of compliance with the building inspector

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

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

Service Level

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

N/A

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

1

Partnerships

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

None

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

N/A

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

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

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

N/A

Economic Development

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

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

Include details here.

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

Include details here.

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

Include details here.

Operations and Maintenance

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

If this elevator is removed and the space is converted into usable space, then all maintenance and inspection costs will be eliminated. If this elevator remains in place, and the project isn't funded, then the inspector will require the elevator to be brought up to code.

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

\$5000/year plus repairs

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

2025

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

Quarterly inspections are required for elevators, so this would be removed completely. Any future repairs will not be required if the elevator is not in place.

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

N/A

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

N/A

Project Coordination

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

The design funding has nearly exhausted, but any remaining amount will be rolled over to the project management of the construction project

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

Schematic Design completed 2024.
Construction: 2025

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

We are nearly out of time on the 3 year permit to keep the elevator "grounded".

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Central Minneapolis

White: 64.2%

Of Color: 32.5%

Black or African Americans Alone: 18.1%

American Indian and Alaskan Native Alone: 1.2%

Asian or Pacific Islander Alone: 6.8%

Two or more races alone: 4.0%

Hispanic or Latino 5.3%

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

The data indicates no disparity between white and BIPOC communities in relation to the desired outcome Repair of elevator to allow for vertical transportation, or removing the elevator will create usable space

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

NA

Community Engagement

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

Include details here.

Describe the engagement and what have you learned?

Include details here.

Analysis

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

Include details here.

Additional Information

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

MBC18 - Heat Exchangers and Pump Replacement

Project Details:

Project Start Date: January 2025

Estimated Project Completion Date: May 2027

Ongoing Program: No

Current Phase: Planning / Design

Level of Need: Critical / Significant

Department Priority: 2 of 6

Submitting Agency: Municipal Building Commission

Contact Person: Daniel Hagman

Contact Phone Number: 612-472-0792

Contact

Email: daniel.hagman@municipalbuilding.org

Website: municipalbuilding.com

Prior year(s) funding amounts: \$0

Total project cost (all years): \$650,000

Project Location:

Address: 350 S. 5th Street

City Sector: Downtown

Neighborhood(s) Located: Downtown West

Ward(s) Located: 7

Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, is focused the preventive maintenance of critical building systems. This project will address the replacement of both heat exchangers, along with the associated pumps and controls for the heating system for the entire building. Losing any of these heating system components may lead to a catastrophic event that would freeze the building close loop hydronic water system.

Purpose and Justification

The MBC building is heated through the use a dual Steam to Heating Water system. The current system was installed 22-25 years ago, and includes two (2) Shell and Tube Heat Exchangers, two (2) Base Mounted Pumps, the Variable Frequency Drive (VFD), and associated controls.

In Fall 2023, the MBC was forced repair one of the heat exchangers. These repairs were in the excess of \$50,000. However, this project will plan to utilize the parts from this repair to help with the overall cost of the project.

According to the Building Owners and Managers Association's Preventive Maintenance Guidebook, this system is comprised of components that have surpassed their life expectancy. For example, the two Shell and Tube Heat Exchangers have an average life expectancy of 20 years. These components are currently 3-5 years past this point. The two Base Mounted Pumps (Installed 2002), and have an average life expectancy of 25 years, so they'll need to be addressed very soon.

This project will also address the OSHA Compliance issues from the antiquated installation. The current system does not comply with OSHA standards, some piping will be reworked to ensure the safety of the MBC staff and any contractors working on the system in the future.

Project Visuals and Map





Project Funding and Cost Breakdown

MBC18							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
322000 - County Grants	\$0	\$25,000	\$300,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$25,000	\$300,000	\$0	\$0	\$0	\$0
REVENUES	\$0	\$50,000	\$600,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$50,000	\$50,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$525,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$25,000	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$50,000	\$600,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Mechanical

Is this request a new capital project or an existing project? New

The mechanical equipment has reached its life expectancy, so this project has been created to update the system.

If the project is an existing asset, what is the observed remaining life of the asset?

2-3 years

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

One is functional, the other is currently down. This is a redundant system, so both should be operational to prevent any outages.

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

25 years

Investment/Cost of Deferred Maintenance

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

If this isn't addressed soon, then it could result in a critical failure which will disable the heating system for the building.

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

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

Service Level

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

This project will comply with MN Building codes

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

3

Partnerships

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

No

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

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

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

N/A

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

N/A

Economic Development

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

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

N/A

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

N/A

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

N/A

Operations and Maintenance

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

The new equipment will remove any service costs for the entire warranty period. New equipment will also improve efficiency and lower operating costs.

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

Operating costs are unknown at this point. However, if we lose the only functioning system, it will cost a minimum of \$50,000 to repair.

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

2027

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

Unknown at this point. The energy savings should be significant because the advanced technology will be much improved versus the current system.

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

N/A

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

N/A

Project Coordination

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

N/A

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

2025: Design and Define scope.

2026: Construction

With this being a redundant system, there will be two phases. The entire heat exchanger and pump assembly for one side will be completed first, then move to the other one.

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

With this being two phases, this can be broken into two separate funding requests. However, this will drive up the project costs.

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Central Minneapolis

White: 64.2%

Of Color: 32.5%

Black or African Americans Alone: 18.1%

American Indian and Alaskan Native Alone: 1.2%

Asian or Pacific Islander Alone: 6.8%

Two or more races alone: 4.0%

Hispanic or Latino 5.3%

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

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

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A

Analysis

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

N/A

Additional Information

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

MBC19 - Electrical bus-ducts Replacement

Project Details:

Project Start Date: 2025

Estimated Project Completion Date: 2028

Ongoing Program: No

Current Phase: Planning

Level of Need: Important

Department Priority: 5 of 6

Submitting Agency: Municipal Building Commission

Contact Person: Daniel Hagman

Contact Phone Number: 612-472-0792

Contact

Email: daniel.hagman@municipalbuilding.org

Website: municipalbuilding.com

Prior year(s) funding amounts: \$0

Total project cost (all years): \$3,575,000

Project Location:

Address: 350 South 5th Street

City Sector: Downtown

Neighborhood(s) Located: Downtown West

Ward(s) Located: 7

Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, is focused the preventive maintenance for the infrastructure of the electrical system. This project will focus on the electrical bus-ducts throughout the building. These bus ducts are the last remaining antiquated materials used for the electrical system.

Purpose and Justification

The purpose of the project is updating the bus-duct over to a standard conduit system. This will allow the building to remain operational while the installation is performed. After the new piping is installed, the existing bus-duct will be removed. The Municipal Building Commission has included the bus-duct upgrades to construction activities over the past year, and this project will address the remaining areas. This project will span nearly every area of the building, apart from the 3rd floor, mezzanine, and other select areas where recent projects were completed.

Project Visuals and Map

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



Project Funding and Cost Breakdown

MBC19							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
322000 - County Grants	\$0	\$37,500	\$0	\$2,087,500	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$37,500	\$0	\$2,087,500	\$0	\$0	\$0
REVENUES	\$0	\$75,000	\$0	\$4,175,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$75,000	\$0	\$125,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$3,300,000	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$750,000	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
EXPENSES	\$0	\$75,000	\$0	\$4,175,000	\$0	\$0	\$0

Asset Condition

Asset type: Electrical System

Is this request a new capital project or an existing project? New

The current bus ducts are currently over 50 years old and are now antiquated technology.

If the project is an existing asset, what is the observed remaining life of the asset?

The common belief is that bus ducts have a 30-40 year life expectancy. The remaining ducts in the building are currently over 50 years old.

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

Functional.

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

40+ years

Investment/Cost of Deferred Maintenance

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

If this isn't addressed, there would be critical outages which would require significant repairs.

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

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

Service Level

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

The building most in compliance as appropriate to the MN Building codes.

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

4

Partnerships

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

No

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

N/A

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

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

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

N/A

Economic Development

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

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

N/A

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

N/A

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

N/A

Operations and Maintenance

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

This request will eliminate any potential maintenance costs for the next 40+ years.

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

Unknown

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

Unknown

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

This is also unknown because it will eliminate potential maintenance costs from antiquated systems.

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

N/A

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

N/A

Project Coordination

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

N/A.

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

This is a new project so phases or staging has not been identified. This will affect a variety of tenants throughout the building, so there will have to be a lot of coordination between the MBC and the tenants.

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

The system is functional, but this scope should be addressed very soon. The MBC would like to start the design in 2025, and work on the construction beginning 2027-2028

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Central Minneapolis

White: 64.2%

Of Color: 32.5%

Black or African Americans Alone: 18.1%

American Indian and Alaskan Native Alone: 1.2%

Asian or Pacific Islander Alone: 6.8%

Two or more races alone: 4.0%

Hispanic or Latino 5.3%

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

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

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A

Analysis

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

N/A

Additional Information

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

MBC20 - 5th Street Sidewalk Reconstruction

Project Details:

Project Start Date: 2025

Estimated Project Completion Date: 2028

Ongoing Program: No

Current Phase: Planning

Level of Need: Important

Department Priority: 6 of 6

Submitting Agency: Municipal Building Commission

Contact Person: Daniel Hagman

Contact Phone Number: 612-472-0792

Contact

Email: daniel.hagman@municipalbuilding.org

Website: municipalbuilding.com

Prior year(s) funding amounts: \$0

Total project cost (all years): \$3,325,000

Project Location:

Address: 350 South 5th Street

City Sector: Downtown

Neighborhood(s) Located: Downtown West

Ward(s) Located: 7

Description of Location: City Hall
Minneapolis/Hennepin County Courthouse

Project Description

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, and is focused on the preventive maintenance of the exterior on the 5th Street side of the building. This project will address the water mitigation issues in the sub-basement and tunnel located under the sidewalk.

Purpose and Justification

The sub-basement of the MBC has several areas of water intrusion which has had an adverse effect on the structural steel and original stone foundation. This issue can be found in all areas along the 5th Street (South Side) of the building, directly under the sidewalk above. This project would involve removing the sidewalk from the 3rd Ave corner to the 4th Ave corner. The waterproofing and substrate replaced with an upgraded system to keep this issue from returning in the future.

The funding request will provide the design and fully define the scope of the project. Recent projects have addressed the entire building envelope, and this project would focus on the preservation of the foundation of the building.

Project Visuals and Map

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





Project Funding and Cost Breakdown

MBC20							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
322000 - County Grants	\$0	\$37,500	\$0	\$1,625,000	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$37,500	\$0	\$1,625,000	\$0	\$0	\$0
REVENUES	\$0	\$75,000	\$0	\$3,250,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$75,000	\$0	\$150,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$3,000,000	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$100,000	\$0	\$0	\$0
EXPENSES	\$0	\$75,000	\$0	\$3,250,000	\$0	\$0	\$0

Asset Condition

Asset type: Foundation

Is this request a new capital project or an existing project? New

Previous projects have addressed other related issues, but this will address the foundation on the 5th street side of the building.

If the project is an existing asset, what is the observed remaining life of the asset?

Some of the structural steel is rusting due to the water intrusion. The first step is to identify and design the scope of the project in 2025.

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

Visual inspection only. Please see above pictures.

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

40+ years

Investment/Cost of Deferred Maintenance

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

This should be addressed in the next 2-3 years. The goal of this funding request is to fully design the scope and provide a better timetable of the life expectancy of the foundation.

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

Operational funds will be used to sustain the installed electrical infrastructure over its expected life. As needed, capital funds will be requested. All MBC funding is a mix of both City and Hennepin County funds and are contingent on both parties funding the project or budget.

Service Level

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

This work will comply with the MN Building Codes

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

3

Partnerships

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

No

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

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

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

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

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

N/A

Economic Development

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

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

Yes, there will be a positive impact on the sidewalk system outside of 5th Street entrance of the building. Currently the sidewalk is heaving and sagging, which has created trip hazards and become an eyesore. (Also, have created sources of water intrusion)

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

No enhancements, but the sidewalk will be repaired.

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

The sidewalk shares a border with the Metro Transit walkway for the light rail on the fifth street side of the building. During construction, some barriers will have to be erected to direct the pedestrian traffic away from the construction project. The design options will have to be explored when the scope is fully defined.

Operations and Maintenance

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

This will eliminate future maintenance costs related to the current water intrusion issues.

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

Unknown at this time, scope will need to be defined.

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

2028

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

Unknown at this time.

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

NA

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

N/A

Project Coordination

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

N/A

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

2025-2026: Design and Define scope
2027: Construction

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

The MBC would like to move forward with the design as soon as possible. After the scope is defined, we can assess the priority of the repairs.

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

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

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

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

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

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

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

Arts and Culture: The municipal building is a designated national historic landmark that is key element in the history of Minneapolis City government. Not completing this project places the facility at risk.

Racial Equity Impact Analysis

Data

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

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

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

The data does indicate any disparity in outcome between the two groups and the desired outcome

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A.

Analysis

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

N/A.

Additional Information

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

MBC21 - Fire Alarm System Replacement

Project Details:

Project Start Date: January 2025

Estimated Project Completion Date: December 2026

Ongoing Program: No

Current Phase: Planning / Design

Level of Need: Critical

Department Priority: 1 of 6

Submitting Agency: Municipal Building Commission

Contact Person: Daniel Hagman

Contact Phone Number: 612-472-0792

Contact Email:

daniel.hagman@municipalbuilding.org

Website: municipalbuilding.org

Prior year(s) funding amounts: 0

Total project cost (all years): \$1,075,000

Project Location:

Address: 350 S. 5th St.

City Sector: Downtown

Neighborhood(s) Located: Downtown West

Ward(s) Located: 7

Description of Location: Minneapolis City Hall/Hennepin County Courthouse

Project Description

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, is focused the preventive maintenance of the fire alarm system for the entire Minneapolis City Hall including the Adult Detention Center. This project will address the replacement of the fire alarm panel and all associated obsolete components.

The MBC is currently in the process to update the Fire Protection system that services all areas of the Municipal Building Commission. The two areas of the building ADC and the Minneapolis City Hall, will coordinate to ensure the same components will be installed building wide which will provide an ease of maintenance in the future.

Purpose and Justification

The MBC building is currently utilizing the Honeywell Gamewell Apollo system which due to building code changes and is currently beyond its expected life cycle, Honeywell is no longer producing the Apollo components. If components of the fire alarm system begin to fail, then replacement parts will become exceedingly scarce.

Pending an approved funding request, the MBC will work with an engineering team to design the new system, and fully define the scope by the end of 2025. The goal of the MBC is begin construction early 2026.

Project Visuals and Map



Write a title for the content below

MBC21							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
322000 - County Grants	\$0	\$37,500	\$500,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$37,500	\$500,000	\$0	\$0	\$0	\$0
REVENUES	\$0	\$75,000	\$1,000,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$75,000	\$100,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$850,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$50,000	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$75,000	\$1,000,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Fire Protection

Is this request a new capital project or an existing project? New

The existing equipment for the fire protection system is now obsolete and replacement parts will not be available in the future.

If the project is an existing asset, what is the observed remaining life of the asset?

2-3 years

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

This estimate is based on the information provided by the manufacturer. After 2-3 years, the replacement parts will become very hard to locate because they will not be in production anymore.

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

20-30 years.

Investment/Cost of Deferred Maintenance

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

If the building doesn't have a working fire protection system, then it cannot be occupied.

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

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

Service Level

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

This project will comply with all MN Building codes

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

3

Partnerships

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

No

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

N/A

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

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

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

N/A

Economic Development

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

Describe the economic development impact of the project:

N/A

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

N/A

Transportation

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

N/A

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

N/A.

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

N/A

Operations and Maintenance

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

This project will remove operating costs for length of the warranty provided by the contractor and the manufacturer's warranty.

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

Unknown

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

2027

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

Any and all service calls for the fire protection system will be covered by the warranty.

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

N/A

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

N/A

Project Coordination

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

This will be a standalone project, and doesn't have any prior year bond authorizations.

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

January 2025: Design will begin, and anticipated completion: Oct/Nov 2025

January 2026: (Pending funding request): Bidding
March 2026- March 2027: Construction

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

The 2025 request is only for the design portion, and any left over funds can be allocated to the construction budget.

The 2026 request is for the construction budget. The goal of the project is to complete the entire building fire protection system in one phase. If absolutely required, the project can be segmented into two phases. However, this will drive up the construction costs, and delay the replacement of obsolete components.

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Central Minneapolis

White: 64.2%

Of Color: 32.5%

Black or African Americans Alone: 18.1%

American Indian and Alaskan Native Alone: 1.2%

Asian or Pacific Islander Alone: 6.8%

Two or more races alone: 4.0%

Hispanic or Latino 5.3%

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

The data does not indicate a disparity between white and BIPOC communities related to the outcome

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

N/A

Community Engagement

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

N/A

Describe the engagement and what have you learned?

N/A

Analysis

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

N/A

Additional Information

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

PRK02 - Playground and Site Improvements Program

Project Details:

Project Start Date: January 1, 2024

Estimated Project Completion Date: varies by specific park

Ongoing Program: Y

Current Phase: Design

Level of Need: Significant

Department Priority: 3 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount
\$2,420,000 unspent

Total project cost (all years): \$9,325,000

Project Location:

Address: Multiple locations across the City

City Sector: All

Affected Neighborhoods: Multiple

Affected Wards: Multiple

Description of Location: Existing park site

Project Description

This project features play area-only capital projects. Typical play area and site improvements consist of reconfiguring playground containers (both pre-K and elementary age) and replacing the play equipment. As the budget allows, additional amenities such as walkways, picnic tables, benches, lighting improvements, landscaping, drinking fountains, etc. would be prioritized and included. In all project areas one playground will be improved. This request includes play area improvements in 19 parks, four of which--those funded in 2030--have yet to be determined.

Purpose and Justification

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

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

Project Visuals and Map

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



Project Funding and Cost Breakdown

PRK02							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$390,000	\$425,000	\$450,000	\$0	\$0	\$275,000	\$575,000
391002 - Net Debt Bonds Issued	\$1,170,000	\$850,000	\$900,000	\$1,310,000	\$1,165,000	\$1,650,000	\$1,725,000
REVENUES	\$1,560,000	\$1,275,000	\$1,350,000	\$1,310,000	\$1,165,000	\$1,925,000	\$2,300,000
Expenses							
DANDPM - Design and Project Management	\$312,000	\$255,000	\$270,000	\$262,000	\$233,000	\$385,000	\$460,000
CONSTC - Construction Costs	\$1,186,000	\$969,000	\$1,026,000	\$996,000	\$885,000	\$1,463,000	\$1,748,000
GOVER - General Overhead	\$62,000	\$51,000	\$54,000	\$52,000	\$47,000	\$77,000	\$92,000
EXPENSES	\$1,560,000	\$1,275,000	\$1,350,000	\$1,310,000	\$1,165,000	\$1,925,000	\$2,300,000

Asset Condition

Please select the asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? This project will replace existing facilities with like facilities

If the project is an existing asset, what is the observed remaining life of the asset?

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

East Phillips Park: 2024
Cedar Avenue Field: 2028
Kenwood Park: 2021
Logan Park: 2022
Clinton Field Park: 2026
Victory Park: 2024
Pershing Park: 2025
Hiawatha School Park: 2025
Mueller Park: 2023
Corcoran Park: 2025
Currie Park: 2030
Dickman Park: 2019
Morris Park: 2033
Powderhorn Park: 2029
Columbia: 2022

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

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

East Phillips Park: 3
Cedar Avenue Field: 2.5
Kenwood Park: 3.5
Logan Park: 2
Clinton Field Park: 2.5
Victory Park: 3
Pershing Park: 3
Hiawatha School Park: 3
Mueller Park: 2
Corcoran Park: 2
Currie Park: 2
Dickman Park: 2
Morris Park: 2
Powderhorn Park: 3.5
Columbia: 3

Most of these playgrounds, overall, have an average condition rating and are nearing the end of their useful lives. It is important to note that MPRB's NPP20 playground rehabilitation program has been operating for at

least five years now and the worst condition playgrounds have already been replaced The only playgrounds not on this list with ratings from 3.5 to 5 are:

Franklin Steele Park (4): included in 2024 request

Cavell Park (3.5): included in an earlier request, with work beginning in 2024

Lynnhurst Park (4): included in an earlier request but on hold pending decisions about a larger park project

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

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

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

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

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

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

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

No

Transportation

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

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

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

Sidewalks and trails are sometimes included in play area projects.

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

Not a right-of-way project

Operations and Maintenance

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

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

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

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

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

Varies by implementation date

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

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

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

Not applicable

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

Not applicable

Project Coordination

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

The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The unspent bonds currently total \$2,420,000 in funding from the 2020, 2022, and 2023 years. This is higher than the \$1,700,000 unspent in last year's reporting, but much lower than the year before that. Though MPRB has increased staffing and streamlined procedures in the Planning Division, staff still face challenges related to a volatile construction climate and lengthy community engagement processes. It is important to note that MPRB project managers work on a combination of play area (PRK02) projects and other bond-funded, park dedication-funded, and regional park projects. Delays and bidding irregularities in any of these projects can further delay play area projects (and vice versa).

The 9 play area projects that make up the unspent bonds total can be categorized three ways.

3 older projects have completed community engagement and design and are expected to be under construction in 2024:

-- Bottineau (2020 bonds): Project design and CE nearly complete. Construction anticipated fall of 2024. Unspent bonds are \$150,000.

-- Riverside (2022 bonds): Project was initiated along alongside other major funding at this park. Concept design is complete is currently out for bid. Unspent bonds are \$199,000.

-- North Commons (2023 bonds): Project was initiated with other major improvements at this park but was advanced more quickly. Community engagement and design are complete. Project was successfully bid and is currently under construction. Completion expected early 2024. Unspent bonds are \$125,000.

2 older projects have initiated community engagement and design, with construction most likely in early 2025:

-- Audubon (2022 and 2023 bonds): Project has initiated, and community engagement and concept design is underway. Total unspent bonds are \$310,000.

-- Stewart (2023 bonds): Community engagement and design is underway. Unspent bonds are

\$330,000.

4 older projects have not yet initiated:

-- Lynnhurst (2020 bonds): Project was put on hold pending adoption of the Southwest Service Area Master Plan and Minnehaha Creek Master Plan, both of which affect the potential placement of a new play area. Both master plans are now adopted and show a relocation of the play area in concert with a larger project. MPRB is determining the best project timeline for overall implementation. Unspent bonds are \$306,495.

-- Cavell (2020 bonds): Project has not yet initiated due to staffing constraints. Unspent bonds are \$306,500.

-- Lake Hiawatha (2022 bonds): Project has not yet initiated due to staffing constraints. Unspent bonds are \$328,000.

-- Willard (2023 bonds): This park received significant federal funding that will double the funding for this park, as a match to both this PRK02 funding, as well as funding under PRKCP. The federal grant has been extremely difficult to execute, and no work can take place prior to the grant (even with matching money) according to federal rules, so no tangible work has advanced at Willard. MPRB believes the grant is close to execution and will initiate the project in 2024. Unspent bonds are \$355,000.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

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

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

Not applicable

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

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

Additional Information

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

2025

East Phillips Park: \$425,000 Net Debt Bonds
Cedar Avenue Field: \$425,000 Net Debt Bonds
Kenwood Park: \$425,000 Capital Levy

2026

Logan Park: \$450,000 Net Debt Bonds
Clinton Field Park: \$450,000 Net Debt Bonds
Victory Park: \$450,000 Capital Levy

2027

Pershing Park: \$360,000 Net Debt Bonds
Hiawatha School Park: \$475,000 Net Debt Bonds
Mueller Park: \$475,000 Net Debt Bonds

2028

Pershing Park: \$115,000 Net Debt Bonds
Corcoran Park: \$525,000 Net Debt Bonds
Currie Park: \$525,000 Net Debt Bonds
Lovell Square Park: \$0 (This park's playground was replaced recently as part of a larger park improvement project under PRKCP. MPRB is reallocating this funding to additional general park improvements under PRKCP and are therefore showing no funding under PRK02)

2029

Dickman Park: \$550,000 Net Debt Bonds
Morris Park: \$550,000 Net Debt Bonds
Powderhorn Park (northeast): \$550,000 Net Debt Bonds (The northeast play area at Powderhorn is the only one of four in this park not already renovated or underway)
Columbia Park: \$275,000 Capital Levy (A City/MWMO project replaced one half of the Columbia play equipment, but the other half also needs to be replaced, so MPRB is requesting a lower dollar amount for that partial work.)

2030

MPRB has not yet adopted a 2030 CIP. The current MPRB 6-year CIP includes the 2024 through 2029 years. For the purposes of this request, MPRB is estimating there will be four PRK02 sites in the 2030 year: three funded with Net Debt Bonds and one with Capital Levy, at a cost of \$575,000 each, for a total of \$2,300,000.

PRK04 - Athletic Fields - Site Improvements Program

Project Details:

Project Start Date: January 1, 2026

Estimated Project Completion Date: December 31, 2028

Ongoing Program: Y

Current Phase: Design

Level of Need: Significant

Department Priority: 12 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0 unspent

Total project cost (all years): \$1,407,000

Project Location:

Address: 4955 West Lake Nokomis Parkway

City Sector: South

Affected Neighborhoods: Keewaydin, Hale

Affected Wards: 11

Description of Location: Existing park site

Project Description

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

The only activity in this project includes the rehabilitation of the Lake Nokomis Athletic Fields--a neighborhood portion of Nokomis-Hiawatha Regional Park--with a single request of \$1,407,000 in a combination of Net Debt Bonds and Capital Levy in 2026 and 2027.

Purpose and Justification

Already at a premium in Minneapolis -- field availability is far outstripped by demand -- athletic fields are a prime social and recreational resource in this city. Whether sponsored by the parks, public schools, private schools, clubs, or businesses, youth and adult athletic teams depend on MPRB fields for both practice and games. Because fields are in such high demand, they tend to be overused and their upkeep is especially challenging. Improving athletic fields to make them more durable, more able to meet the demands of almost

continuous programming needs, and having less need to be reseeded or rehabilitated regularly will enhance the delivery of recreational services to the residents of Minneapolis

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

Project Visuals and Map

There is no visual provided for this program.

Project Funding and Cost Breakdown

PRK04							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$373,000	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$602,000	\$432,000	\$0	\$0	\$0
REVENUES	\$0	\$0	\$602,000	\$805,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$120,000	\$161,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$458,000	\$612,000	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$24,000	\$32,000	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$602,000	\$805,000	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways, trails, and fields) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset? The athletic fields and diamond surfaces and all associated infrastructure are well beyond their useful lives

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

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

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

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

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

The Americans with Disabilities Act (ADA) governs all park improvements. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects. In addition, various standard field and diamond sports layouts will be met as part of this project

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

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

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

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

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

No

Transportation

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

No

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

Sidewalks and trails may be included in the project scope.

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

Not a right of way project

Operations and Maintenance

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

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

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

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

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

Not applicable.

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

Not applicable

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

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

Project Coordination

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

Not applicable

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

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

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:

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

Keewaydin:

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

Hale:

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

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

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

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. Lake Nokomis Athletic Fields (as an eligible neighborhood portion of the larger regional park) has a 2022 equity ranking of #59. Parks in this wave tend to have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

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

In order to incorporate investment in undeveloped parks under an Ordinance revision (see PRKCP), this project's funding has been partially shifted to 2027. Overall funding amounts are the same and no project delay is expected.

PRK38 - Sibley Field Park Implementation

Project Details:

Project Start Date: January 1, 2028

Estimated Project Completion Date: December 31, 2029

Ongoing Program: N

Current Phase: Planning

Level of Need: Significant

Department Priority: 19 of 23

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount:
\$430,000 unspent

Total project cost (all years): \$1,015,000

Project Location:

Address: 1900 East 40th Street

City Sector: South

Affected Neighborhoods: Standish, Bancroft

Affected Wards: 12

Description of Location: Existing park site

Project Description

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

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

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

exactly what will be constructed. Requested funding would not move away from Sibley but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

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

Sibley Park's 2023 NPP20 ranking is #70. This ranking coupled with the fact that a master plan is complete justifies advancement of phase two implementation at the park. As noted above, Sibley Park is just seeing a major investment of Net Debt Bonds. Though MPRB does not plan to revisit a park with a second NPP20 investment until all parks have seen a phase one improvement, Sibley's earlier investment predated NPP20.

Project Visuals and Map

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



Project Funding and Cost Breakdown

PRK38	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$293,000	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$722,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$1,015,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$203,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$771,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$41,000	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$1,015,000	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Sibley Park has a score of 1.4 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates Sibley's assets have a wide variety of end-of-life dates. The courts are within lifespan, while the play areas and recreation center have reached expiration dates recently, and the athletic fields and wading pool are well outside of lifespan. These numbers will be updated in 2024 once the wading pool and playground are replaced with the expectation that the score will drop.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Sibley Park has an overall condition score of 21. This means that Sibley's assets just above average in terms of condition.

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

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

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

2. This is based on a lower-than-average asset condition and longevity ratings. Though the earlier phase one project will replace two of the poorer quality facilities, other issues will remain, even as this funding request matures in 2028.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

Describe the economic development impact of the project:

None

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

None

Transportation

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

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

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

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

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

Not a right-of-way project.

Operations and Maintenance

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

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

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

Year that Operating Incr/(Decr) will take effect?
2030

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

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

Sibley Park received bond funding in 2019 and 2021. Based on community engagement and identified facility need, these funds are being used to reconstruct the play area, wading pool, and main building entry area. This project is well underway, with community engagement having begun in 2021 and continuing into 2022. During design it was discovered that the park sits on extremely poor soils, requiring significant structural underpinning of the new wading pool and additional time to design the structural intervention. Additional funds were also advanced to the phase one project, with a related reduction in the phase two project requested here. The phase one project is currently under construction. Unspent bonds from phase one are \$430,000

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

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

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

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

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

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

Minneapolis as a whole:

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

Standish:

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

Bancroft:

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

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

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

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

This project has been delayed one year in order to direct more funding throughout the MPRB CIP to rehabilitation efforts. The reason this project was selected for delay is due to its equity ranking which is lower than other parks in this year, and the fact that Sibley Park received pre-NPP20 funding that is being implemented now.

PREVIOUSLY PROPOSED:
2027 Net Debt Bonds: \$530,000
2027 Capital Levy: \$274,000
2028 Net Debt Bonds: \$192,000
TOTAL: \$996,000

CURRENTLY PROPOSED:
2027 Net Debt Bonds: \$0
2027 Capital Levy: \$0
2028 Net Debt Bonds: \$722,000
2028 Capital Levy: \$293,000
TOTAL: \$1,015,000

Along with the phase one improvements, MPRB is currently engaging with the community in a process to change the name of this park. Questions have been raised about the name because of the violence perpetrated against the Dakota people by Henry Sibley.

PRK41 - East Phillips Park Implementation

Project Details:

Project Start Date: January 1, 2022

Estimated Project Completion Date: December 31, 2026

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 4 of 23

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$425,000 unspent

Total project cost (all years): \$1,646,000

Project Location:

Address: 2307 S 17th Ave.

City Sector: South

Affected Neighborhoods: East Phillips

Affected Wards: 9

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at East Phillips Park in south Minneapolis. Funding is requested in two separate years: 2022 (not included in this request but considered in prior years) and 2025. Approximately 40% of the 2022 funding will be used to create a community-driven vision plan for the park, with the remainder of that year's funding and the entirety of the 2025 funding used to implement improvements called for in that master plan.

The South Service Area Master Plan (SSAMP), adopted by the Board of Commissioners in 2016, did include East Phillips and did produce initial concepts for the park. However, it was the community's recommendation to not include a master plan for the park because the existing facilities were still so new. East Phillips was considered a "special case" park in the SSAMP. Specifically, the SSAMP says: "a full master plan for the park will be performed at which time the first major asset in the park needs replacement... Normally, such a replacement would be done in the same location and at the same general size. At East Phillips, however, replacement of that asset will trigger a community engaged master plan to create a new vision for the entire park. That plan will then be amended into the SSAMP." The 2022 funds for East Phillips are the first major investment in the park since the SSAMP, therefore it is time to create a plan for the park.

Purpose and Justification

East Phillips Master Plan and phase one implementation is a project funded by the 20year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP.

East Phillips Park's 2023 NPP20 ranking is #1. This high ranking initially placed funding into the CIP for 2022. Because the South Service Area Master Plan includes special direction for this park, that funding was always envisioned as paying for both a master plan and initial improvements.

Project Visuals and Map

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

EAST PHILLIPS



MINNEAPOLIS PARK AND RECREATION BOARD | SOUTH SERVICE AREA MASTER PLAN

ABOUT

East Phillips Park is considered a "special case" in the SSAMP process. No park plan has yet been created for this park. Because this park recently underwent a master planning process that concluded in 2010 with implementation of many facilities in the park, it was considered by the community to be too soon to master plan it again.

Therefore, no master plan is included in the SSAMP. Instead, a full master plan for the park will be performed at which time the first major asset in the park needs replacement. This is expected to be the artificial turf soccer fields around 2020. Normally, such a replacement would be done in the same location and at the same general size. At East Phillips, however, replacement of that asset will trigger a community-engaged master plan to create a new vision for the entire park. That plan will then be amended into the SSAMP (see Chapter 6: Amending this Plan). The implementation checklist therefore includes only planning and land use related items—no physical construction.

LOCATION AND HISTORY

East Phillips Park is an active park in the neighborhood that shares its name. It sits adjacent to Highway 55/ Hiawatha Avenue and is bounded by 22nd Street, 17th Avenue, and 24th Street. The Phillips name (for both neighborhood and park) comes from the Phillips School, which was in turn named for abolitionist orator Wendell Phillips.

The park was acquired from the Minneapolis Community Development Agency (MCDA) in 1977, making it a relatively recent acquisition in the Minneapolis park system. The land became available after the MCDA decided not to develop the site for housing. Development of the park began in 1978 with construction of playing fields, playgrounds, and a wading pool, as well as general landscaping. A shelter was built in the park in 1979. Additional improvements continued into 1981 with the construction of tennis courts and additional paths.

At the time the land was acquired the Police Athletic Council used a concrete block building on the site. The park board leased that building to the American Indian Movement when MPRB acquired the land. In 2008 the building was demolished due to structural deterioration.

In 2007, the state legislature approved funds for a new community center in the park. Ground was broken for the new center in late 2009 and the center was substantially completed in 2010. The 14,000-square foot center includes a gym, teen center, computer room, kitchen, and multi-purpose rooms. Also in 2010 artificial turf soccer fields and a premier baseball diamond were built. The outdoor hard courts were resurfaced in 2011. The major overhaul of the park met several underground issues, namely contaminated soil, which was piled up and capped in the northwestern corner of the park, and a major gas line, which runs under the center of the park and governed the location of the building.

CH 4 | NEIGHBORHOOD PARK PLANS | EAST PHILLIPS

Project Funding and Cost Breakdown

PRK41							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$1,093,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$1,193,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$239,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$906,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$48,000	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$1,193,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that East Phillips Park has a score of 0.75 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of East Phillips's assets reached or will reach the ends of their useful lives between five years ago and five years from now. The artificial turf soccer fields are reaching their lifespan, but the wading pool and some courts are well beyond

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. East Phillips Park has an overall condition score of 2.6 which is, again, an average condition rating across all park assets. At East Phillips, the fields and the building itself, both relatively new investments, have the highest condition ratings. The play areas and most courts are in very poor condition

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

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

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

2. This is based on a lower-than-average asset condition rating, along with the need to develop and implement a community-driven master plan. Many existing facilities in the park are functional but low quality, and it is unknown whether the park meets the long-term recreational needs of the whole community.

Partnerships

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

No

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

Not applicable

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

None

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

None

Economic Development

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

No

Describe the economic development impact of the project:

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

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

No

Transportation

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

No

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

Sidewalks and curb ramps could be included in the project scope.

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

This is not a right-of-way project.

Operations and Maintenance

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

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

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

Year that Operating Incr/(Decr) will take effect?
2027

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

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

MPRB has initiated the park planning effort and began community engagement in 2023. This effort is funded by a 2022 Net Debt Bonds allocation. The planning process has expended some of the funds to date. Initial implementation of park elements will complete the expenditure in early 2024. Currently \$425,000 remains in unspent bonds.

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

The master plan, including community engagement, initiated in 2023 and will likely conclude in late 2024. This will be followed quickly by construction project scoping. Schematic and final design will take place in 2024 and 2025, with construction initiating in 2025 and continuing into 2026. MPRB will likely design and bid a single construction project utilizing a portion of the 2022 funding and all of the 2025 funding, in order to increase cost efficiency and limit public disturbance.

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

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

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:

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

East Phillips:

- 19.9% White
- 76.6% Of Color, including 24.4% Black/African-American alone and 11.8% American Indian and Alaska Native alone
- 39.4% Hispanic/Latinx
- 56.0% speak a language other than English
- 26.9% foreign born residents

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

The East Phillips neighborhood has some of the highest percentages of people of color and particularly American Indian people in the entire state. Hispanic/Latinx, foreign born, and speakers of a language other than English are also extremely high compared to city averages. BIPOC residents will therefore benefit significantly from these park improvements.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

The engagement around the park vision plan is still ongoing. When complete, the plan will be adopted by the MPRB Commissioners and will form the basis for subsequent capital improvements.

Analysis

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

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. East Phillips has consistently ranked high in these metrics and was #1 in 2023.

It is therefore critical that a careful and community-driven planning process determine what improvements are desired in this park. MPRB is consulting with a variety of cultural communities around the park area with a particular focus on Indigenous residents. MPRB has a general Indigenous Liaison who is helping with this project, and MPRB staff have also hired community advocates to engage on their behalf. The East Phillips planning process also includes nearby Cedar Avenue Field and is engaging with all public and semi-public open space in the neighborhood, in order to understand the broadest possible context for planning.

Additional Information

In addition to this request, \$425,000 is requested in 2025 under PRK02. This work is part of MPRB's playground rehabilitation program, which targets investments based on equipment longevity and overall quality. It is expected that the total 2025 funding under PRK41 and PRK02 will be considered a single project for administrative, community engagement, and construction purposes. (See PRK02 for more detail on play area rehabilitation realignment.)

PRK43 - Audubon Park Implementation

Project Details:

Project Start Date: January 1, 2025
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 5 of 24

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

Total project cost (all years): \$1,773,000

Project Location:

Address: 1320 29th Ave. NE
City Sector: East
Affected Neighborhoods: Audubon Park
Affected Wards: 1
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Audubon Park in northeast Minneapolis. The requested funding in 2025 is for a single phase two implementation of the adopted master plan for the park (phase one will be the playground, with funding having been requested in 2022). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Audubon Park preserves the wooded areas of the park while activating them with new uses like a dog park, disc golf course, and nature play circuit. Courts are expanded and enhanced and the ball diamond is converted into a multi-use field. The play and aquatics areas would see the most change, with the pool rebuilt to improve accessibility, the addition of a splash pad area and plaza gathering space, and a new universal playground. In all, Audubon would become a center of inclusive play in the city.

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

Purpose and Justification

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

Audubon Park's 2023 NPP20 ranking is #44. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park

Project Visuals and Map

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



Project Funding and Cost Breakdown

PRK43

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$1,673,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$1,773,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$355,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$1,347,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$71,000	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$1,773,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Audubon Park has a score of 1.8 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. About half of Audubon's major assets (athletic fields, wading pool and playground) are beyond or nearing the end of their useful lives, while others (recreation center and courts) were recently renovated or are in good condition.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Audubon Park has an overall condition score of 3.07 which is, again, an average condition rating across all park assets. This rating indicates that Audubon's facilities are well below average as a whole, in terms of quality.

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

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

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

2. This is based on a lower-than-average asset condition rating, along with the need to implement a community-driven master plan. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

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

None

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

None

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

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places
None

Economic Development

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

No

Describe the economic development impact of the project:

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

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

No

Transportation

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

No

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

Sidewalks and curb ramps could be part of the project scope.

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

Not a right-of-way project

Operations and Maintenance

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

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

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

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

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

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

Not applicable

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

Project scoping, including community engagement, will initiate in 2025, once funding becomes available. The community engagement and design process will likely continue throughout 2025. Construction would likely begin in 2026 and, depending on the complexity of the project, could continue into 2027.

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

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

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:

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

Audubon Park:

- 70.0% White
- 27.4% Of Color
- 7.1% Hispanic/Latinx
- 11.8% foreign born residents

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

The Audubon Park neighborhood has a higher percentage of White residents than the city as a whole and therefore fewer BIPOC residents, including foreign born residents and those who primarily speak a language other than English. Of note is the fact that since the previous year, the neighborhood has seen increases in percentages of BIPOC residents and foreign born residents. It is possible that the neighborhood is beginning to become accessible and desirable to recent immigrant families and families of color. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods, though it could also benefit incoming families who are not White.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

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

Analysis

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

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to address immediate needs for ongoing projects at Bottineau and Sumner Field Parks, the Audubon Park project has been delayed one year from last year's request. MPRB uses its current (2023) equity metrics to determine which projects will be delayed when CIP changes are necessary. Audubon was delayed because it currently ranks lower than other projects with funding in 2024.

PREVIOUS REQUEST:

2024 Net Debt Bonds: \$1,350,000

2025 Net Debt Bonds: \$273,000

2025 Capital Levy: \$100,000

Total: \$1,723,000

CURRENT REQUEST:

2025 Net Debt Bonds: \$1,673,000

2025 Capital Levy: \$100,000

Total: \$1,773,000

PRK45 - Logan Park Implementation

Project Details:

Project Start Date: January 1, 2025

Estimated Project Completion Date: December 31, 2026

Ongoing Program: N

Current Phase: Planning

Level of Need: Significant

Department Priority: 10 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,735,000

Project Location:

Address: 690 13th Avenue NE

City Sector: East

Affected Neighborhoods: Logan Park, St. Anthony East

Affected Wards: 1, 3

Description of Location: Public park site

Project Description

This project will implement a variety of recreational improvements at Logan Park in northeast Minneapolis. The requested funding in 2025 and 2026 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Logan Park envisions somewhat limited change in the park, with the recently renovated wading pool, tennis and basketball courts, recreation center, and athletic fields all in their current general locations. Tennis would be expanded to include pickleball, and two new youth basketball courts would be added nearby. The play area is re-envisioned as a multi-generational play space that could include traditional equipment along with outdoor fitness options. The fields would be revised to include a single ball diamond and a greater amount of open field space.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to

exactly what will be constructed. Requested funding would not move away from Logan, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

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

Logan Park's 2023 NPP20 ranking is #37. This equity ranking justified inclusion of Logan Park in MPRB's CIP and in this capital budget request.

Project Visuals and Map

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



Project Funding and Cost Breakdown

PRK45							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$675,000	\$860,000	\$0	\$0	\$0	\$0
REVENUES	\$0	\$675,000	\$1,060,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$135,000	\$212,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$513,000	\$806,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$27,000	\$42,000	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$675,000	\$1,060,000	\$0	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset?

MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Logan Park has a score of 0.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Logan's assets reached or will reach the ends of their useful lives between five years ago and five years from now.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Logan Park has an overall condition score of 215 which is, again, an average condition rating across all park assets. In this context, it is important to note that Logan Park's wading pool was recently reconstructed and the recreation center building was upgraded. The remaining facilities in the park would show an average asset condition score of more than 3.

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

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

At Logan Park, because the wading pool was recently updated and the playground is included in PRK02 (as a simultaneous project, see below), these facilities are likely not to be implemented under this request. Instead, other master plan elements without strict standards will be improved. MPRB will utilize recreational design standards and community engagement to ensure high quality and functional facilities.

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

2. This is based on a lower-than-average asset condition rating, along with the need to implement a community-driven master plan. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

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

Not applicable

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

None

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

None

Economic Development

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

Describe the economic development impact of the project:

None

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

None

Transportation

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

Metro Transit routes 30 and 17 run on Broadway Avenue and stops exist immediately adjacent to Logan Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

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

It is possible that the project will include sidewalk improvements, but most work will take place within the park itself.

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

Project does not occur in right-of-way

Operations and Maintenance

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

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

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

Year that Operating Incr/(Decr) will take effect?
2027

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

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

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

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

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

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

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

Not applicable

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

Project scoping, including community engagement, will initiate in 2025, once funding becomes available. The community engagement and design process will likely continue throughout 2025. Construction would likely begin in 2026 and, depending on the complexity of the project, could continue into 2027.

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

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

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

Minneapolis City Goals

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Racial Equity Impact Analysis

Data

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

Minneapolis as a whole:

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

Logan Park:

- 61.6% White
- 37.5% Of Color

St. Anthony East:

- 61.4% White
- 37.2% Of Color, including 18% Black/African-American alone
- 20.5% foreign born residents

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

Both neighborhoods mirror the City of Minneapolis demographics very closely though St. Anthony's demographics have changed significantly since the previous year, with the White population percentage dropping dramatically and the BIPOC population (especially Black/African-American) increasing in turn. In both neighborhoods, numbers of foreign born residents are higher than the city as a whole. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

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

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

Community Engagement

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

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

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park which will be implemented incrementally, including through this request. Further engagement associated with this

project will help MPRB understand the best prioritization of improvements design of those improvements, and often even construction sequencing and timelines

Analysis

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

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In addition to this project, Logan Park appears in PRK02 with a playground rehabilitation project in 2026 in the amount of \$450,000. It is expected that the total 2025/2026 funding under PRK45 and PRK02 will be considered a single project for administrative, community engagement, and construction purposes.

PRK46 - Lynnhurst Park Improvements

Project Details:

Project Start Date: January 1, 2026

Estimated Project Completion Date: December 31, 2028

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 11 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$2,304,000

Project Location:

Address: 1345 West Minnehaha Parkway

City Sector: Southwest

Affected Neighborhoods: Lynnhurst

Affected Wards: 13

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Lynnhurst Park in southwest Minneapolis. The requested funding in 2026 and 2027 is for a single phase two implementation of the adopted master plan for the park (phase one is a playground renovation under PRK02 that has yet to initiate). The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through two simultaneous projects, the Southwest Service Area Master Plan and the Minnehaha Creek Master Plan, which were adopted with consistent visions for this neighborhood park and its relationship with the nearby regional trail.

These master plans envision major changes in the park, likely implemented in collaboration with the Minnehaha Creek Watershed District, the City of Minneapolis, and Hennepin County. The vision is to relocate the existing recreation center to a site north of 50th Street, to better connect it to the park, then to daylight the tributary connecting Lake Harriet to Minnehaha Creek, which currently passes under a portion of the park within degrading pipe infrastructure. New trails and recreational facilities would connect through the park between the lake and creek, and a new 50th Street bridge over the tributary would allow connectivity without crossing that busy street.

Between now and 2026, MPRB will work with the community and agency partners to plan for the implementation of a portion or all of this vision, bringing this requested funding forward along with likely outside funding. Due to the complexity and scale of this project, it is unknown at this time exactly which facilities will be constructed in 2027.

Purpose and Justification

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

Lynnhurst Park's 2023 NPP20 ranking is #53. This ranking coupled with the fact that a master plan is complete justifies advancement of phase two implementation at the park

Project Visuals and Map

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



Project Funding and Cost Breakdown

PRK46	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$410,000	\$100,000	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$495,000	\$1,299,000	\$0	\$0	\$0
REVENUES	\$0	\$0	\$905,000	\$1,399,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$181,000	\$280,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$688,000	\$1,063,000	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$36,000	\$56,000	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$905,000	\$1,399,000	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Lynnhurst Park has a score of 2.0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. This is a poor score. At Lynnhurst, about half of the assets are beyond their useful lives, while the other half are nearing expiration.

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

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Lynnhurst Park has an overall condition score of 2.28 which is, again, an average condition rating across all park assets. This is an average score, and represents a wide variety of condition ratings in the park.

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

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

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

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

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

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

Service Level

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

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

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

2. This is based on average asset condition and lifespan ratings. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community-driven master plan. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

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

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project
None

Describe any inclusion of public art with the project or collaboration with Art in Public Places
None

Economic Development

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

No

Describe the economic development impact of the project:

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

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit routes 46 and 4 run on 50th Street and stops exist immediately adjacent to Lynnhurst Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. In addition, the project is situated along the Grand Rounds, a major bicycle and pedestrian route around the city. The project will likely include park trails sidewalks to provide improved accessibility to the transit stop and to the Grand Rounds.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The project is situated along the Grand Rounds, a major bicycle and pedestrian route around the city. The project will likely include park trails sidewalks to provide improved accessibility to the transit stop and to the Grand Rounds.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Formal project scoping, including community engagement, will initiate in 2026, once funding becomes available--though work will take place in advance to ensure a cohesive and fully funded project. The community engagement and design process will likely continue throughout 2026. Construction would likely begin in 2027 and, due to the complexity of the project, would likely continue into 2029

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Lynnhurst:

- 87.3% White
- 1.6% Asian or Pacific islander
- 3.6% Hispanic/Latinx
- 4.7% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Lynnhurst neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In addition to this project, Lynnhurst Park appeared in PRK02 with a playground rehabilitation project funded in 2020. This project has not yet initiated and appears in unspent bonds under project PRK02. The master plan calls for major change in the park, including the location of the playground. MPRB is evaluating how and when this PRK02 project can proceed in the context of larger improvements.

In order to balance MPRB's CIP, a portion of this request has been shifted to the 2027 funding year, and the proportions between the Net Debt Bond and Capital Levy categories have been modified. No project delay is expected and the total project amount of \$2,304,000 remains unchanged.

PRK48 - Beltrami Park Implementation

Project Details:

Project Start Date: January 1, 2024

Estimated Project Completion Date: December 31, 2026

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 6 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,280,890

Project Location:

Address: 1111 Summer St. NE

City Sector: East

Affected Neighborhoods: Beltrami, Northeast Park

Affected Wards: 3, 1

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Beltrami Park in northeast Minneapolis. The requested funding in 2025 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

The master plan for Beltrami Park preserves above all the dense woodland that covers the majority of the park. Facilities like the play area, wading pool, field, basketball courts, and small building would be improved in their current locations. The popular city-wide draw of the bocce courts would be expanded. A new seating/gathering plaza near the building would be added along with a community garden area. A new dog park would be constructed under the trees on the west side of the park.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Beltrami, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Beltrami Park phase one implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented

Beltrami Park's 2023 NPP20 ranking is #42. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park

Project Visuals and Map



Project Funding and Cost Breakdown

PRK48	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$76,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$1,154,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$1,230,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$246,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$935,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$49,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$1,230,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Beltrami Park has a score of 1.6 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Beltrami has a mix of assets within and beyond their useful lifespans.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Beltrami Park has an overall condition score of 2.4 which is an average score. This is being driven by the generally fair condition of the play area and bocce courts averaged against the very poor condition of fields and wading pool.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and lifespan ratings, along with the need to implement a community-driven master plan. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 30 runs on Broadway Avenue and stops immediately adjacent to Beltrami Park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks could be included in the project scope

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

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Project scoping, including community engagement, will initiate in 2025, once funding becomes available. The community engagement and design process will likely continue throughout 2025. Construction would likely begin in 2026 and, depending on the complexity of the project, could continue into 2027.

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Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Beltrami:

- 63.0% White
- 13.6% foreign born residents

Northeast Park:

- 63.0% White
- 13.6% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

No, those are not typos: these two neighborhoods have almost identical demographics. Both also mirror the City of Minneapolis demographics very closely. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to address immediate needs for ongoing projects at Bottineau and Sumner Field Parks, the Beltrami Park project has been delayed one year from last year's request. MPRB uses its current (2023) equity metrics to determine which projects will be delayed when CIP changes are necessary. Beltrami was delayed because it currently ranks lower than other projects with funding in 2024.

PREVIOUS REQUEST:

2024 Net Debt Bonds: \$498,000

2025 Net Debt Bonds: \$695,000

2025 Capital Levy: \$80,000

Total: \$1,273,000

CURRENT REQUEST:

2025 Net Debt Bonds: \$1,154,000

2025 Capital Levy: \$76,000

Total: \$1,230,000

MPRB has also allocated \$50,890 in park dedication funds to implement new park elements as part of this project.

PRK49 - Cleveland Park Implementation

Project Details:

Project Start Date: January 1, 2024

Estimated Project Completion Date: December 31, 2026

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 7 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,092,000

Project Location:

Address: 3232 Russell Ave. N

City Sector: North

Affected Neighborhoods: Cleveland, Jordan, Folwell

Affected Wards: 4

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Cleveland Park in north Minneapolis. The requested funding in 2025 augments funding allocated in 2024 for a single phase two implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan and then implemented an initial phase one that included a relocation and reconstruction of part of the playground. Cleveland Park was one of the parks determined to have been initially underfunded in the early days of NPP20 and has been allocated a second project to make up that shortfall.

MPRB will next involve the community in a scoping exercise to determine which of the remaining master plan elements should be constructed in this planned phase two. The master plan for Cleveland Park envisions a fairly significant reorganization of the park, along with a planned expansion of the park boundary to Penn Avenue. This is envisioned to increase safety in the park by creating greater visibility from surrounding streets. The play area would be moved closer to Lucy Laney school and a new multi-court basketball area would take its place. To the west a new amphitheater and skate park will overlook a refurbished multi-use field.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to

exactly what will be constructed. Requested funding would not move away from Cleveland, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Cleveland Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Cleveland Park's 2022 NPP20 ranking is #40. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK49							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$100,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$477,000	\$515,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$477,000	\$615,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$100,000	\$123,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$357,000	\$467,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$20,000	\$25,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$477,000	\$615,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Cleveland Park has a score of 0.6 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. Cleveland Park has a mix of asset longevity, with the recently replaced (2021) portion of the playground and newer wading pool and basketball court within their lifespans and other amenities beyond their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Cleveland Park has an overall condition score of 2.6 which is, again, an average condition rating across all park assets. Despite the recent replacement of half of the play area, this score is still average in terms of overall asset condition.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, but largely on the need to implement a community-driven master plan. The existing park does not meet the safety nor the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 32 runs on Lowry Avenue and stops just south of Cleveland Park. Transit connections from the park to Lowry Avenue will be improved as part of the Queen Avenue Bikeway being implemented by the City through the park

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. The Queen Avenue Bikeway, a City of Minneapolis project, passes through Cleveland Park. MPRB has partnered with the City on this effort.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026. Prior to initiating that work, MPRB staff are working with agency and community partners to envision a pathway for the envisioned expansion of the park.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Cleveland:

- 28.7% White
- 70.3% Of Color, including 45.5% Black/African American alone and 10.0% Asian or Pacific Islander alone
- 14.4% Hispanic/Latinx
- 21.0% foreign born residents

Jordan:

- 16.9% White
- 81.4% Of Color, including 41.9% Black/African-American alone and 14.5% Asian or Pacific Islander alone
- 17.3% Hispanic/Latinx
- 39.1% speak a language other than English
- 21.3% foreign born residents

Folwell:

- 32.9% White
- 65.8% Of Color, including 35.4% Black/African-American alone and 15.4% Asian or Pacific islander alone
- 12.4% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All three neighborhoods have very high percentages of people of color particularly those identifying as Black or African-American. In Jordan especially the percentage of White residents is one of the lowest in the state. This demographic reality is the result of more than a century of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Cleveland seeks to untangle long-term historic inequities in the provision of public services BIPOC residents will therefore benefit significantly from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community

Engagement Assessment to determine the engagement level All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to address immediate needs for ongoing projects at Bottineau and Sumner Field Parks, the Cleveland Park project has seen some funding shifts compared to last year's request. Some of the 2024 funding is being moved to 2025, but no project delay is expected.

PREVIOUS REQUEST:
2024 Net Debt Bonds: \$992,000
2024 Capital Levy: \$100,000
Total: \$1,092,000

CURRENT REQUEST:
2024 Net Debt Bonds: \$477,000
2025 Net Debt Bonds: \$515,000
2025 Capital Levy: \$100,000
Total: \$1,092,000

PRK50 - Shingle Creek Park Implementation

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: December 31, 2026
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 8 of 24

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparcs.org
Website: www.minneapolisparcs.org
Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,259,000

Project Location:

Address: 2010 50th Ave. N
City Sector: North
Affected Neighborhoods: Shingle Creek
Affected Wards: 4
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Shingle Creek neighborhood park in north Minneapolis. The requested funding in 2025 augments requested funding in 2024 for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase one.

A point of clarification: Minneapolis operates a regional trail facility called Shingle Creek Regional Trail, which stretches from the northern city limit down to Webber Park. Within this regional facility are two of the eight areas city-wide that are designated as neighborhood areas within regional parks. These areas are eligible for NPP20 funding even though they lie within a regional park or trail boundary. This request is for the neighborhood areas west of the creek, also known as Shingle Creek neighborhood park. Creekview Park lies to the east of the creek and surrounds the recreation center of the same name. All these parks were master planned together. However, this request can and will only be used in the western neighborhood area known as Shingle Creek neighborhood park.

The master plan for Shingle Creek neighborhood park envisions limited change. The wading pool, play areas, and restroom building would be improved in their current locations. Basketball would be expanded in the area, and a new nature play zone would be added near the creek. Adult fitness stations would flank both sides of the creek and could be partly implemented with this funding.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics.

and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Shingle Creek neighborhood park, but it could be used for a variety of recreational improvements based on community input.

Purpose and Justification

Shingle Creek neighborhood park phase one implementation is a project funded by the 20year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented

This park's 2022 NPP20 neighborhood park ranking is #31. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK50							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$162,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$331,000	\$766,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$331,000	\$928,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$126,000	\$186,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$180,000	\$705,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$25,000	\$37,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$331,000	\$928,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Shingle Creek Park has a score of 1.86 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that most of Shingle Creek's assets are beyond their useful lives. Only the play area is within lifespan.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Shingle Creek Park has an overall condition score of 2.87 which is a fairly low score, indicating poor quality facilities here. Similar to the longevity score, only the play area remains in better than average condition.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on lower-than-average asset condition and longevity ratings, along with the need to implement a community-driven master plan. Many existing facilities in the park are functional but low quality, and the existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit routes 22 and 32 run on North 49th Avenue and Penn Avenue very near the park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks could be implemented as part of the project

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2024, once funding becomes available. The community engagement and design process will likely continue throughout 2024. Construction would likely begin in 2025 and, depending on the complexity of the project, could continue into 2026.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

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Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Shingle Creek:

- 28.6% White
- 71.4% Of Color, including 21.4% Black/African-American alone and 29.4% Asian or Pacific Islander alone
- 39.9% speak a language other than English
- 20.3% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Shingle Creek neighborhood has much higher percentages of people of color than the city as a whole. Numbers of Black/African-American and Asian or Pacific Islander residents are notably high, as are the percentages of those who speak a language other than English at home and foreign born residents. This demographic reality is the result of centuries of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Shingle Creek seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will therefore benefit significantly from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to balance the MPRB CIP, a portion of the previously requested 2024 Net Debt Bonds has been shifted to 2025. There will be no project delay and the total project request of \$1,259,000 is unchanged.

PRK52 - Stewart Field Park Implementation

Project Details:

Project Start Date: January 1, 2025

Estimated Project Completion Date: December 31, 2027

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 9 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,366,000

Project Location:

Address: 2700 S 12th Ave.

City Sector: South

Affected Neighborhoods: Midtown Phillips

Affected Wards: 9

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Stewart Park in south Minneapolis. The requested funding in 2025 and 2026 is for a single phase two implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the South Service Area Master Plan then completed phase one improvements mostly aimed at creating more useable field space and enhancing the existing artificial turf field with seating and protective fencing. MPRB will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned phase two. The master plan for Stewart Park envisions enhancements all around but extremely limited change. Existing facilities like the soccer field, play area, and wading pool are very popular. An existing baseball diamond is very high quality.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Stewart, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Stewart Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented

Stewart Park's 2022 NPP20 ranking is #2. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK52							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$203,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$550,000	\$600,000	\$0	\$0	\$0	\$0
REVENUES	\$0	\$753,000	\$600,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$151,000	\$120,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$572,000	\$456,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$30,000	\$24,000	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$753,000	\$600,000	\$0	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Stewart Park has a score of 1.0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that all of Stewart's assets reached or will reach the ends of their useful lives between five years ago and five years from now. MPRB recently implemented a new multi-use athletic field here, which does not yet show up in the equity metrics but would certainly be within its expected lifespan and would therefore modify the above average slightly

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Stewart Park has an overall condition score of 2.3 which is an average score. All the outdoor facilities at Stewart are in average condition, but the older building in is poor condition and lowers the average somewhat.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based primarily on average asset condition and longevity ratings.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 27 runs on the one-way pairs of 26th and 28th Streets, with stops adjacent to the park and one block away. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks and curb ramps could be included in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

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Project scoping, including community engagement, will initiate in 2025, once funding becomes available. The community engagement and design process will likely continue throughout 2025. Construction would likely begin in 2026 and, depending on the complexity of the project, could continue into 2027.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Midtown Phillips:

- 26.2% White
- 71.0% Of Color, including 44.8% Black/African-American alone
- 21.1% Hispanic/Latinx
- 57.2% speak a language other than English
- 33.5% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Midtown Phillips neighborhood has very high percentages of people of color compared to city and statewide data. Most notably, the percentage of residents identifying as Hispanic/Latinx, those who speak a language other than English, and foreign-born residents are more than twice the percentage of the city as a whole. As the park is reconstructed, MPRB will need to pay particular attention to the needs and desires of speakers of other languages, Hispanic/Latinx people, as well as the east African community members who regularly use the park. The recent phase one implementation already created inroads through bilingual engagement and pop-up opportunities in the park. This work must continue. All these community members must be made to feel welcome in the planning process and in the park and be served by MPRB's programs and facilities. If that is accomplished, BIPOC residents will significantly benefit from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. Stewart Park did see improvements, but was considered under-invested in the early days of NPP20 and is therefore receiving a second investment now.

Additional Information

In addition to this project, Stewart Park appears in PRK02 with a playground rehabilitation project in 2023 in the amount of \$355,000. Because of the recent improvement work at Stewart and then improvements slated in both 2023 and 2025, MPRB staff are still determining the least disruptive, most efficient way to implement these forthcoming projects.

In order to balance the overall MPRB CIP, some funding has been shifted between the 2025 and 2026 request years and between the Net Debt Bonds and Capital Levy funding sources. The total request remains unchanged and there will be no project delay.

MPRB is also contributing \$13,000 in park dedication funds to this project.

PRK53 - Loring Park Implementation

Project Details:

Project Start Date: January 1, 2027
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 13 of 24

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparcs.org
Website: www.minneapolisparcs.org
Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,860,000

Project Location:

Address: 1382 Willow St.
City Sector: Downtown
Affected Neighborhoods: Loring Park
Affected Wards: 7
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Loring Park in downtown Minneapolis. The requested funding in 2027 is for a single phase two implementation of the adopted master plan for the park. Phase one was a recent reconstruction of the play area and tennis courts and new pickleball courts. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Downtown Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the remaining master plan elements should be constructed in this planned phase two. The master plan for Loring Park preserves the pastoral, heavily treed character of the park, but envisions new improvements, a reorganization of various view plazas and gathering spaces, and reinvigorated entry experiences.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Loring, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Loring Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented

Loring Park's 2023 NPP20 ranking is #34.

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK53

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$235,000	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$1,625,000	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$1,860,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$372,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$1,414,000	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$74,000	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$1,860,000	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Loring Park has a score of 1.5 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. In Loring, this score indicates that some assets are beyond their useful lives (wading pool) and half are well within their lifespans (the recently reconstructed play area, basketball court, and building).

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Loring Park has an overall condition score of 3.1 which is a poor score.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings, and the fact that the master plan does not envision significant change in the park.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit route 25 flanks the entire southern end of the park, with multiple stops. In addition, high-use routes 4 and 6 on Hennepin/Lyndale stop at the southwestern corner of the park. Though this project will not improve transit connections, the linkage between parks and transit benefits both. The project may consider park trail and sidewalk improvements to provide improved accessibility to the transit stop.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks and curb ramps involving transit and trail connections could be part of the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2027, once funding becomes available. The community engagement and design process will likely continue throughout 2027. Construction would likely begin in 2028 and, depending on the complexity of the project, could continue into 2029

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Loring Park:

- 72.0% White
- 24.5% Of Color, including 10./9% Black/African American alone and 4.7% Asian or Pacific Islander
- 5.3% Hispanic/Latinx
- 16.7% speak a language other than English
- 12.2% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Loring Park has a higher percentage of White residents than the city as a whole and therefore fewer BIPOC residents, including those who primarily speak a language other than English. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already. Loring's equity ranking suggests that there are other parks in much better condition and with even less community need.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

PRK54 - Luxton Park Implementation

Project Details:

Project Start Date: January 1, 2027

Estimated Project Completion Date: December 31, 2029

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 14 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,460,000

Project Location:

Address: 112 Williams Ave. SE

City Sector: East

Affected Neighborhoods: Prospect Park

Affected Wards: 2

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Luxton Park in southeast Minneapolis. The requested funding in 2027 is for a single phase two implementation of the adopted master plan for the park. Phase one was a recent reconstruction of the play area and some significant building rehabilitation. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the East of the River Park Master Plan, and will next involve the community in a scoping exercise to determine which of the remaining master plan elements should be constructed in this planned phase two.

The master plan for Luxton Park envisions overall consistency in the existing area of the park, with the play area, wading pool, building, and fields improved in their current locations. The plan also envisions an expansion of the park to the west, to about 27th Avenue SE, the planned route of the Grand Rounds Missing Link. This area would become home to a basketball court, skate and BMX parks, a plaza with social games and gathering spaces, and a new entrance to the park that would link it visually to the Grand Rounds.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to

exactly what will be constructed. Requested funding would not move away from Luxton, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Luxton Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Luxton Park's 2023 NPP20 ranking is #33. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK54							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$335,000	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$1,125,000	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$1,460,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$292,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$1,110,000	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$58,000	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$1,460,000	\$0	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Luxton Park has a score of 1.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Luxton's assets have a broad mix of lifespan end dates. The recently reconstructed playground and recently renovated recreation center are well within their lifespans, while the wading pool and athletic fields are well outside.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Luxton Park has an overall condition score of 2.50 which is an average condition rating. Like the longevity rating, Luxton's assets range widely from excellent condition to very poor.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not

specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Connection to the future route of the Grand Rounds on 27th Avenue South will be a critical piece if eventual master plan implementation.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2027, once funding becomes available. The community engagement and design process will likely continue throughout 2027. Construction would likely begin in 2028 and, depending on the complexity of the project, could continue into 2029.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Prospect Park:

- 57.7% White
- 41.5% Of Color, including 10.3% Black/African-American alone and 23.0% Asian or Pacific Islander alone
- 3.8% Hispanic/Latinx
- 31.0% speak a language other than English
- 25.7% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Prospect Park neighborhood mirrors the City of Minneapolis demographics very closely though has a higher number of foreign born residents than the city as a whole. In addition, Black/African-American residents make up a much lower percentage than city-wide, while Asian or Pacific Islander residents are nearly four times the citywide number. This is likely attributable to the neighborhood's proximity to the University of Minnesota. Students and teachers are a consistently difficult group to engage, so extra effort will be necessary to bring them into the planning and design process. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this

project will help MPRB understand the best prioritization of improvements design of those improvements, and often even construction sequencing and timelines .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

PRK55 - Hiawatha School Park Implementation

Project Details:

Project Start Date: January 1, 2028
Estimated Project Completion Date: December 31, 2029
Ongoing Program: N
Current Phase: Design
Level of Need: Significant
Department Priority: 20 of 24

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparcs.org
Website: www.minneapolisparcs.org
Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,525,000

Project Location:

Address: 4305 E 42nd St
City Sector: South
Affected Neighborhoods: Hiawatha
Affected Wards: 12
Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Hiawatha School Park in south Minneapolis. The requested funding in 2029 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the South Service Area Master Plan and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

As its name might suggest, Hiawatha School Park shares a large parcel with a Minneapolis Public School (MPS). The open space portion of the school property is open to the public when school is not in session and is home to a play area, basketball court, and open field space. The park plan for this portion of the space (developed in collaboration with MPS) suggests minimal change. In contrast, the MPRB-owned portion of the land would see a reorganization of various facilities.

Near the recreation center, the wading pool is relocated in order to create a more open year-round entry plaza and gathering space for the building. A new wading pool replaces the tennis courts in the northeastern part of the park. A second play container between the existing play area and the new pool provides additional play opportunity and diversity. The parking lot is reconstructed in its current location. An urban agriculture area sits between the parking lot and the building entry and will create an extension of the entry experience for the building.

Two multi-use diamonds are removed in favor of skating, hockey, and general play, as during school recess. The two diamonds along 44th Avenue would be retained, thereby keeping the open play space nearer the school and removing the barriers of backstops from between school and park. A new outdoor classroom is

planned for the space between the school and recreation center buildings This amenity is currently under design funded through park dedication fees and could be implemented in 2024

Under the vision plan, the integration between the school day and the park play day is seamless The plan would break down physical barriers between the two buildings/uses and create shared spaces throughout

MPRB will begin this implementation project with a participatory community process by which users and residents can help prioritize what is built in the park The community process will consider which of those elements included in the adopted master plan should be built right away The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. The requested funding would not move away from Hiawatha School Park, but it could be used for a variety of recreational improvements based on community input.

Purpose and Justification

Hiawatha School Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented

Hiawatha School Park's 2023 NPP20 ranking is #60. This ranking coupled with the fact that a master plan is complete justifies advancement of implementation at the park

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK55							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$160,000	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$1,365,000	\$0
REVENUES	\$0	\$0	\$0	\$0	\$0	\$1,525,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$305,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$1,159,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$1,525,000	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Hiawatha School Park has a score of 2.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Hiawatha School Park's assets were built in two main eras. The late-1970s athletic fields and wading pool are beyond their useful lives, while the early 2000s play areas and courts are nearing the end of useful life. The recreation center, also built in the late 1970s, is in need of upgrades.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Hiawatha School Park has an overall condition score of 2.7 which is slightly below average condition rating. Like the longevity rating, Hiawatha School Park's assets reflect the two disparate implementation eras.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The project may include sidewalk connections to surrounding neighborhoods.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2029, once funding becomes available. The community engagement and design process will likely continue throughout 2029. Construction would likely begin in 2030 and, depending on the complexity of the project, could continue into 2031.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

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Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Hiawatha:

- 68.6% White
- 28.4% Of Color, including 12.2% Black/African-American alone and 3.0% Asian or Pacific Islander alone
- 11.8% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Hiawatha neighborhood mirrors the City of Minneapolis demographics somewhat closely though has a higher number of White residents than the city as a whole. Generally speaking, BIPOC residents will not be impacted nor benefitted disproportionately by these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to accommodate investment in undeveloped parks under an Ordinance revision (see PRKCP), as well as a year-over-year increase in rehabilitation funding (see PRKRP), the project at Hiawatha School Park has been delayed from 2028, as requested last year, to 2029. MPRB uses its current (2023) equity metrics to determine what projects to delay, whenever that becomes necessary to balance the CIP. Hiawatha School Park is being delayed because its ranking is lower than other projects in the 2028 funding year.

PRK56 - Kenny Park Implementation

Project Details:

Project Start Date: January 1, 2028

Estimated Project Completion Date: December 31, 2029

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 18 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,858,000

Project Location:

Address: 1328 W 58th St.

City Sector: Southwest

Affected Neighborhoods: Kenny

Affected Wards: 13

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Kenny Park in south Minneapolis. The requested funding in 2028 and 2029 is for a single phase two implementation of the adopted master plan for the park. Phase one was a 2021/2022 project that replaced the play area and resurfaced the tennis and basketball courts. These improvements were funded under PRK02 and PRKRP, respectively. The phase one project shows how significant and desired improvements can be made in a park through small project programs and rehabilitation funding under NPP20.

The exact improvements to be implemented in phase two are not currently known. MPRB has created a vision for the park through the Southwest Service Area Master Plan and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

The design for Kenny Park was approached not only as an individual neighborhood site, but also as one part of a four-park collection in the far southwest portion of the city that has a strong and interconnected focus on athletics, primarily field and diamond sports (Pershing Park, under PRK58, and Armatage Park, under PRK60, are others of these four parks). Kenny will be designated as a “field sports focused park” with the removal of diamonds and the installation of a premier artificial turf field, striped for field sports only. This will balance nearby Armatage Park which is designated a “diamond sports focused park.”

The sloped hills surrounding Kenny’s new fields will be naturalized with native plantings and the existing sledding hill preserved. A new walking path connecting West 57th Street to West 58th along the top of the hill on the west side completes a walking loop of the entire park. The existing two tennis courts with pickleball striping remain, as do the play areas and gaga pit near the school. Play areas will be somewhat expanded when improved.

A significant improvement at Kenny is the proposed expansion of the existing small neighborhood center. The plan envisions an open air shelter facing a new splash pad with shade structures to replace the existing wading pool. By allowing for easy water shut-off, the splash pad plaza can be used by students at Kenny School during recess hours and during the winter months as extra play space. To the east of the splash pad is a relocated picnic area and a series of sport courts which include two halfcourt basketball hoops as well as striping for four-square and additional games.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Kenny, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Kenny Park phase two implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Kenny Park's 2023 NPP20 ranking is #56. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK56	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$175,000	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$760,000	\$923,000	\$0
REVENUES	\$0	\$0	\$0	\$0	\$935,000	\$923,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$187,000	\$185,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$711,000	\$701,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$37,000	\$37,000	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$935,000	\$923,000	\$0

Project Funding and Cost Breakdown

PRK56							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PRK56 Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	-\$923,000
PRK56 REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	-\$923,000
PRK56 Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	-\$3,000	\$4,000	-\$181,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$3,000	-\$4,000	-\$705,000
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	-\$37,000
PRK56 EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	-\$923,000

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Kenny Park has a score of 1.95 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score is a reflection of the fact that Kenny's tennis and basketball courts and play area were all recently improved, bringing them well within their useful lives. Conversely, the 1960s-era recreation center and the 1990s athletic fields are beyond their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Kenny Park has an overall condition score of 2.12 which is a condition rating slightly above average. This score reinforces the disparity between older and newer facilities in the park.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not

specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan. In addition, by the time this funding becomes available, the older facilities will be even farther beyond their useful lives and likely in even poorer condition.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalk connections are a possible aspect of the project.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Kenny:

- 85.1% White

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Kenny neighborhood has a significantly higher percentage of White residents than the city as a whole and therefore fewer BIPOC residents, including foreign born residents. Little information is available on other demographic categories due to the very small percentages. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to offset the increase in year-over-year rehabilitation funds (see PRKRP), a portion of the 2028 Net Debt Bond request for Kenny Park has been shifted to 2029. The overall project amount remains the same and there will be no project delay.

PRK57 - Kenwood Park Implementation

Project Details:

Project Start Date: January 1, 2028

Estimated Project Completion Date: December 31, 2029

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 21 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,950,000

Project Location:

Address: 2101 W Franklin Ave.

City Sector: Southwest

Affected Neighborhoods: Kenwood

Affected Wards: 7

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Kenwood Park in southwest Minneapolis. The requested funding in 2029 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Master Plan and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

The focus of the Kenwood Park vision is on balance – both increasing access to a variety of recreation options while also enhancing naturalized areas, tree canopy, and natural stormwater treatment to manage flooding. A grass walking path north of Douglas Avenue will provide soft-surface trail access to the woods and prairie there. Large areas of what are now mown turf south of Douglas Avenue will be naturalized while maintaining tree canopy. The main exception to this is the open clearing on the top of the hill in the center of the park which will remain mown grass to preserve the scenic overlook. An accessible walking path to the hilltop will include nature education/interpretation nodes. The area at the south of the park which regularly floods will be transformed into a purpose-built wet meadow with boardwalk, providing an attractive, functional, and educational opportunity for stormwater capture and treatment.

The play area, multi-use fields, diamonds, and batting cages will be retained and upgraded. The tennis courts will remain with the possibility of adding a seventh court in the future to accommodate tournaments. Five new pickleball courts and a full basketball court south of tennis will expand recreation options, along with a three-hole disc golf course on the western side of the central hill near Oliver Avenue South. A picnic shelter near the play area will accommodate small groups.

A new stairway at Lincoln Avenue will provide safe access down to the restroom enclosure and court area while an extension of the path at the courts will create a walking loop connecting fields and diamonds throughout the park. A key bike and pedestrian connection is established on the eastern edge of the park linking the Grand Rounds at Lake of the Isles to Kenwood Parkway at Mount Curve Ave. This trail will provide access to the Kenilworth and Cedar Lake Regional Trails north of the park. Pedestrian and bicycle crossings will be enhanced at several key intersections surrounding the park.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Kenwood, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Kenwood Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Kenwood Park's 2023 NPP20 ranking is #62. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Funding and Cost Breakdown

PRK57							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$150,000	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$1,800,000	\$0
REVENUES	\$0	\$0	\$0	\$0	\$0	\$1,950,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$390,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$1,482,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$78,000	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$1,950,000	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Kenwood Park has a score of 1.75 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Kenwood's assets have a broad mix of lifespan end dates, including 1998 (athletic fields), 2012 (recreation center), 2021 (playground), and 2037 (tennis courts).

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Kenwood Park has an overall condition score of 2.6 which is an average condition rating. Like the longevity rating, Kenwood's assets range widely from excellent condition to very poor.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not

specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The master plan envisions a new bicycle and pedestrian trail through the park that would create a connection between Kenwood Parkway to the north and Lake of the Isles to the south. Essentially a spur of the Minneapolis Grand Rounds, this new trail will create off-street connectivity between the Chain of Lakes and the Cedar Lake Trail.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2029, once funding becomes available. The community engagement and design process will likely continue throughout 2029. Construction would likely begin in 2030 and, depending on the complexity of the project, could continue into 2031.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Kenwood:

- 92.7% White

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Kenwood neighborhood has a significantly higher percentage of White residents than the city as a whole--one of the highest in the city--and therefore fewer BIPOC residents, including foreign born residents. Little information is available on other demographic categories due to the very small percentages. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

In order to accommodate entry of McRae Park into the CIP (PRK 62), which was inadvertently omitted from the 2028 funding year, the project at Kenwood Park has been delayed from 2028, as requested last year, to 2029. MPRB uses its current (2023) equity metrics to determine what projects to delay whenever that becomes necessary to balance the CIP. Kenwood Park is being delayed because its ranking is lower than other projects in the 2028 funding year.

Funding is also requested in 2025 at Kenwood Park to replace the play area, under PRK02.

PRK58 - Pershing Field Park Implementation

Project Details:

Project Start Date: January 1, 2028

Estimated Project Completion Date: December 31, 2029

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 17 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,860,000

Project Location:

Address: 3523 W 48th St.

City Sector: Southwest

Affected Neighborhoods: Fulton

Affected Wards: 13

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Pershing Field Park in southwest Minneapolis. The requested funding in 2028 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Master Plan and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

Like Kenny Park (PRK56) and Armatage Park (PRK60) Pershing Field Park is viewed not only as an individual site, but also as part of a four-park interconnected group with a strong focus on athletics, primarily field and diamond sports. Of the four, Pershing will host both field and diamond sports facilities, which are popular in this area for youth sports programming. From a design and programming perspective, this park will balance recreation opportunities well with nearby Linden Hills Park.

At Pershing Field, the existing diamonds and fields will remain, along with the existing batting cages. New pitching mounds will be added. Updated play areas will remain in the same location and will be separated by a new splash pad with shade structures which replaces the wading pool at the end of its lifecycle. An improved community gathering/event plaza bridges the space between the play area and the recreation center entrance. New pollinator plantings beautify this entrance and several other spots near the building.

The picnic area next to the entrance is enhanced, as is the picnic area in the semi-wooded space to the east of the parking lot. This area is further enhanced with a bike fix-it station and adult exercise equipment. Tennis remains in its existing location, while the full-court basketball surfacing is expanded to include a new adjacent multi-use court.

To help alleviate flooding in the surrounding neighborhoods, an underground stormwater storage cistern could be installed beneath the field space at Pershing Field through a cooperative effort with the City of Minneapolis. The water could be temporarily stored and then safely released, or could be used for irrigation. Pershing Field is one of two parks in the southwest service area to provide this stormwater benefit – the other being Lynnhurst Park (PRK46).

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Pershing, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Pershing Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Pershing Park's 2023 NPP20 ranking is #41. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Funding and Cost Breakdown

PRK58							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$1,710,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$1,860,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$372,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$1,414,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$1,860,000	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Pershing Park has a score of 1.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Pershing's assets span a narrow range of expiration dates centered on the present day. Very soon, all of Pershing's assets will move beyond the end of their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Pershing Park has an overall condition score of 2.9 which is an average condition rating. This score reflects the fact that all of Pershing's assets are average. Like the longevity score, this could indicate an approaching tipping point, after which all the park's assets will be in poor condition at once.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on average asset condition and longevity ratings, tempered by the need to implement a community-driven master plan. The existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalk connections may be included in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

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Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

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Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Fulton:

- 88.6% White
- 1.8% Asian or Pacific Islander alone
- 2.9% Hispanic/Latinx
- 4.8% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Fulton neighborhood has a significantly higher percentage of White residents than the city as a whole and therefore fewer BIPOC residents, including foreign born residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

Funding is also requested in 2027 and 2028 for a playground replacement at Pershing Park under PRK02.

PRK59 - Webber Park Implementation

Project Details:

Project Start Date: January 1, 2028

Estimated Project Completion Date: December 31, 2029

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 16 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,860,000

Project Location:

Address: 4400 Dupont Ave. N

City Sector: North

Affected Neighborhoods: Webber-Camden, Lind-Bohanon

Affected Wards: 4

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Webber Park in north Minneapolis. Many know Webber Park for its first-in-the-nation public natural swimming pool. That portion of the park is actually a part of North Mississippi Regional Park, while the community center, play area, tennis courts, and other amenities are within Webber neighborhood park. The requested funding in 2028 is for a single phase one implementation of the adopted master plan for the neighborhood park. No NPP20 funding will be spent in the regional portion of the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

The proposed design for Webber neighborhood park area makes few changes, recognizing the relative newness of the building, parking lot, and tennis courts. These three amenities remain in their current locations, as does the play area. One change that will affect both the regional and neighborhood parks is that the basketball court currently located in an isolated area east of the swimming pool is relocated near the recreation center.

The multi-use field is retained and improved, and the plan identifies a public art opportunity at the corner of Webber Parkway and 45th Avenue. New understory naturalized areas in the northwest corner of the park provide habitat and beauty. To better facilitate trail connections, a walking loop around the northern end of the park is improved and reinforced with directional signage.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics.

and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Webber, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Webber Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Webber Park's 2023 NPP20 ranking is #4. The park's ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK59							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$150,000	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$1,710,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$1,860,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$372,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$1,414,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$1,860,000	\$0	\$0

Project Cost Breakdown

BR101						
	2022 Actual	2023 Actual	2024 Actual	2025 Actual	2026 Actual	2027 Actual
Construction Costs	\$674,000	\$481,000	\$481,000	\$481,000	\$481,000	\$481,000
General Overhead	\$26,000	\$19,000	\$19,000	\$19,000	\$19,000	\$19,000
TOTAL	\$700,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

Submitting Agency Funding Request

BR101						
	2022 Actual	2023 Actual	2024 Actual	2025 Actual	2026 Actual	2027 Actual
Bond Activity	\$700,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
TOTAL	\$700,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Webber Park has a score of 1.0 under MPRB's longevity metric. Webber has a relatively new play area and tennis and basketball courts, which are driving that score down. However, with expiration dates in the late 2020s and early 2030s, all of Webber's assets will expire just after this funding request becomes available.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Webber Park has an overall condition score of 2.00 which is a slightly higher than average condition rating.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on average asset condition and longevity ratings.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

A portion of the Grand Rounds trail network passes by and through Webber Park. A major portion of this trail was recently reconstructed by Hennepin County as part of the "Webber 44" project. This project will likely improve connections to this new Grand Rounds trail segment.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028 once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Webber-Camden:

- 31.4% White
- 65.1% Of Color, including 36.0% Black/African-American alone and 7.9% Asian or Pacific Islander alone
- 18.6% Hispanic/Latinx
- 25.4% speak a language other than English
- 14.9% foreign born residents

Lind-Bohanon:

- 41.6% White
- 56.1% Of Color, including 27.7% Black/African-American alone and 15.8% Asian or Pacific Islander alone
- 6.0% Hispanic/Latinx
- 11.3% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Both neighborhoods have very high percentages of people of color, particularly those identifying as Black or African-American. This demographic reality is the result of more than a century of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Webber seeks to untangle long-term historic inequities in the provision of public services BIPOC residents will therefore benefit significantly from these park improvements.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. Webber's ranking of #4 reflects changing demographics in the surrounding neighborhoods. As recently as two years ago, this park's ranking was #92, which is why it had not entered the CIP at the inception of NPP20. Investing there now is a nimble approach to a changing city and recognizes community need, even as that need changes over time.

Additional Information

None

PRK60 - Armatage Park Implementation

Project Details:

Project Start Date: January 1, 2029

Estimated Project Completion Date: December 31, 2030

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 22 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,869,000

Project Location:

Address: 2500 W 57th Street

City Sector: Southwest

Neighborhood(s) Located: Armatage

Ward(s) Located: 13

Description of Location: existing public park site

Project Description

This project will implement a variety of recreational improvements at Armatage Park in southwest Minneapolis. The requested funding in 2029 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the Southwest Service Area Master Plan and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

The design for Armatage Park was approached not only as an individual neighborhood site but also as one part of a four-park collection in the far southwest portion of the city that has a strong and interconnected focus on athletics, primarily field and diamond sports (Pershing Park, under PRK58, and Kenny Park, under PRK56, are others of these four parks). Armatage will be designated as a “diamond sports focused park” with the removal of multi-use fields and significant renovation and realignment of diamonds. This will balance nearby Kenny Park which is designated a “field sports focused park.”

The key features of the Armatage Park vision plan are four new ball diamonds, including a premier baseball diamond suitable for high school use. Associated batting cages and outdoor exercise equipment will provide warm-up space for athletes and fitness options for general users. On the northern end of the park, an existing half basketball court and two tennis courts will be transformed into full-court basketball and refurbished tennis with pickleball striping. A new year-round rink will host hockey in winter and multi-use options in summer, including futsal. The skate park would be expanded and reconstructed into a purpose-built flow-ride style facility, and the play area would be expanded into a major regional universally designed option. The wading pool would be refurbished in its existing location near the play area. In addition to the new winter hockey rink, free skating would exist on portions of the multi-use diamonds and a cross-country ski loop is proposed to wind amongst the various park amenities.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Armatage, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Armatage Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Pershing Park's 2023 NPP20 ranking is #46. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map



Project Funding and Cost Breakdown

PRK60							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$257,000	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$1,612,000	\$0
REVENUES	\$0	\$0	\$0	\$0	\$0	\$1,869,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$374,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$1,420,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$75,000	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$1,869,000	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Armatage Park has a score of 1.2 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that Armatage's assets span a narrow range of expiration dates centered on the present day. The play area was recently replaced, but not to the full extent of the vision plan for the park.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Armatage Park has an overall condition score of 2.31 which is a condition rating slightly above average.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

MetroTransit bus route #4 runs on Penn Avenue along the eastern edge of the park. The project will consider connections to transit stops as part of the project scoping.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalk connections may be included in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect? 2031

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2029, once funding becomes available. The community engagement and design process will likely continue throughout 2029. Construction would likely begin in 2030 and, depending on the complexity of the project, could continue into 2031.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

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Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Armatage:

- 86.3% White
- 2.3% Asian or Pacific Islander alone
- 4.4% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Armatage neighborhood has a significantly higher percentage of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods. However, under MPRB's equity metrics, parks in those other neighborhoods have been prioritized already.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park, which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need—in terms of demographics and asset condition—have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

It is likely that this project will be implemented in concert with the 2028/2029 project at Kenny Park (PRK56), in order to ensure that the envisioned pairing of these two parks (one diamonds-only, one fields-only) can be accomplished operationally.

PRK61 - Creekview Park Implementation

Project Details:

Project Start Date: January 1, 2029

Estimated Project Completion Date: December 31, 2030

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 23 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,525,000

Project Location:

Address: 5001 Humboldt Avenue North

City Sector: North

Affected Neighborhoods: Shingle Creek, Lind-Bohanon

Affected Wards: 4

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at Creekview Park in north Minneapolis. The requested funding in 2029 is for a single phase one implementation of the adopted master plan for the park. The exact improvements to be implemented are not currently known. MPRB has created a vision for the park through the North Service Area Master Plan, and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

A point of clarification: Minneapolis operates a regional trail facility called Shingle Creek Regional Trail, which stretches from the northern city limit down to Webber Park. Within this regional facility are two of the eight areas city-wide that are designated as neighborhood areas within regional parks. These areas are eligible for NPP20 funding even though they lie within a regional park or trail boundary. This request is for the neighborhood areas east of the creek surrounding Creekview Recreation Center, also known as Creekview Park. Shingle Creek neighborhood park (PRK50) lies to the west of the creek. All these parks were master planned together. However, this request can and will only be used in the eastern neighborhood area known as Creekview Park.

The vision plan for Creekview Park calls for an expansion of the recreation center to provide improved options for seniors, including possibly a coffee shop/cafe. The play area is also expanded and a new shelter provides an option for shade or for events like birthday parties. The existing skate park is redesigned, expanded, and transformed into a more flow-oriented style of skating. Two new banks of courts will augment the park's recreational offerings: pickleball courts near the recreation center and sepak tawkra courts nearer the creek. (Sepak tawkra is a sport played primarily by members of the AAPI community in Minnesota and functions a bit like volleyball but using the feet and body.) These proposed sepak tawkra courts would be the first in Minneapolis.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to exactly what will be constructed. Requested funding would not move away from Creekview, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

Pershing Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

Pershing Park's 2023 NPP20 ranking is #35. This ranking coupled with the fact that a master plan is complete justifies advancement of phase one implementation at the park.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK61							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$125,000	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$1,400,000	\$0
REVENUES	\$0	\$0	\$0	\$0	\$0	\$1,525,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$305,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$1,159,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$61,000	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$1,525,000	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that Creekview Park has a score of 1.0 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates the relative newness of many of the assets at Creekview, including a newer (though less than desirable) skate park and newer play area.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. Creekview Park has an overall condition score of 2.5 which is an average condition rating. Taken against the positive longevity rating, this score should typically be higher. Because there are few recreational facilities in this park, the condition rating is being driven by a rather low quality skate park and a recreation center in need of some upgrades.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. This is based on good longevity ratings and average condition ratings. However, the existing park does not meet the recreational needs of the community. It must evolve as directed in the master plan.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

MetroTransit bus route #22 runs on Humboldt Avenue along the eastern edge of the park, and also on 49th Avenue to the park's south. Express route #761 also runs on 49th Avenue. Just a few blocks south of the park is the 44th and Grand station of the D-Line BRT. Trails along Shingle Creek connect Creekview park to the D-Line. The project will consider connections between transit stops and the park amenities and recreation center, including wayfinding to and from the D-Line.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalk connections may be included in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?
2031

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2029, once funding becomes available. The community engagement and design process will likely continue throughout 2029. Construction would likely begin in 2030 and, depending on the complexity of the project, could continue into 2031.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Shingle Creek:

- 28.6% White
- 71.4% Of Color, including 21.4% Black/African-American alone and 29.4% Asian or Pacific Islander alone
- 39.9% speak a language other than English
- 20.3% foreign born residents

Lind-Bohanon

- 41.6% White
- 56.1% Of Color, including 27.7% Black/African-American alone and 15.8% Asian or Pacific Islander alone
- 6.0% Hispanic/Latinx
- 11.3% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Shingle Creek and Lind-Bohanon neighborhoods are very different from each other, but both have much higher percentages of people of color than the city as a whole. Numbers of Black/African-American and Asian or Pacific Islander residents are notably high. In Shingle Creek the percentages of those who speak a language other than English at home and foreign born residents is very high. This demographic reality is the result of centuries of government policy and development practices, namely redlining and restrictive covenants. Prioritizing investment in a park like Creekevew seeks to untangle long-term historic inequities in the provision of public services. BIPOC residents will therefore benefit significantly from these park improvements. Of particular note is the inclusion in the vision plan of culturally specific recreational amenities, which were requested by AAPI community members, who are prevalent in these neighborhoods.

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit.

that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements design of those improvements, and often even construction sequencing and timelines .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

PRK62 - McRae Park Implementation

Project Details:

Project Start Date: January 1, 2028

Estimated Project Completion Date: December 31, 2029

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 15 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount: \$0

Total project cost (all years): \$1,858,000

Project Location:

Address: 906 East 47th Street

City Sector: South

Affected Neighborhoods: Field, Regina, Northrop

Affected Wards: 8, 11

Description of Location: Existing park site

Project Description

This project will implement a variety of recreational improvements at McRae Park in south Minneapolis. The requested funding in 2028 is for a single phase three implementation of the adopted master plan for the park. Phase one significantly renovated the athletic fields in 2019, while a phase two project in 2022 completely replaced the play area. The exact improvements to be implemented in phase three are not currently known. MPRB has created a vision for the park through the South Service Area Master Plan and will next involve the community in a scoping exercise to determine which of the master plan elements should be constructed in this planned project.

During the implementation of phase two, an amendment to the McRae's vision plan was approved. Most planned amenities remain in the plan, except for the expanded parking lot. It was found that rearranging the play area, wading pool, and parking lot as drawn in the original vision would cause significant tree impacts in the park. Therefore, the wading pool will be reconstructed in its current location, near the building front entrance, and the parking lot will remain its current size. The year-round rink and two of the ball diamonds are unchanged in the plan, but a third diamond is removed to provide more space for field sports and winter activities that do not impact the higher quality football field that was built in phase one. The courts area on the western side of the park is re-envisioned with two combination tennis and pickleball courts, two basketball courts, several basketball shoot hoops, and a small gathering area with arbor or shade structure.

MPRB will begin this project with a participatory community process by which users and residents can help prioritize what is built in the park. The community process will consider which of those elements included in the adopted master plan should be built right away. The scoping process also will consider phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting a future phase two. This scoping process is an important way to ensure continued community decision-making in park projects. It does mean, however, that this request is not specifically defined as to

exactly what will be constructed. Requested funding would not move away from McRae, but it could be used for a variety of recreational improvements, based on community input.

Purpose and Justification

McRae Park implementation is a project funded by the 20-year Neighborhood Parks and Streets Program. Under this program, MPRB has developed an empirical equity metric for ranking neighborhood parks based on community and park characteristics. A park's score and resultant ranking determines when a park receives an allocation in MPRB's CIP, while service area master plans determine what amenities are desired by the community and then implemented.

McRae Park's 2023 NPP20 ranking is #38. In the previous year's request, McRae Park was inadvertently left out of MPRB's CIP and the City CBR request. This was an administrative oversight and MPRB staff have taken steps to rectify it. McRae therefore appears in the 2028 year, rather than the outmost year, in recognition of this omission. Other projects have been delayed to accommodate the entry of McRae Park into this request.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PRK62	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$175,000	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$1,683,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$1,858,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$372,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$1,412,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$74,000	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$1,858,000	\$0	\$0

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset? MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities a park has. Though it is unknown at this time exactly which existing assets will be improved under this request, the metrics show that McRae Park has a score of 1.92 under MPRB's longevity metric. This number is the average of the lifespans of major amenities in the park. The score indicates that McRae's assets have a wide variety of expiration dates. The field and play area are new, while the wading pool and courts are well beyond their useful lives.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. Facilities are rated from 1 through 5, with 5 indicating assets in the poorest condition. McRae Park has an overall condition score of 2.3 which is a condition rating slightly above average. Similar to the longevity score above, this indicates a disparity in the park between new high quality amenities and older failing ones.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on asset condition and longevity ratings, which show multiple poor and aging facilities in the midst of newer ones.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

McRae Park, situated on the corner of Chicago Avenue and 46th Street, is adjacent to a prominent transportation transfer point. The D-Line stops at this intersection, and connects with bus route #46, which runs on 46th Street. As part of this project, MPRB will consider physical and wayfinding connections to these excellent transit options.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalk connections may be included in the project scope.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The appropriate master plan document includes calculations on likely operations increases for each element included in the master plan. These costs were based on known personnel, material, and equipment costs as currently applied to similar facilities in the MPRB system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project scoping, including community engagement, will initiate in 2028, once funding becomes available. The community engagement and design process will likely continue throughout 2028. Construction would likely begin in 2029 and, depending on the complexity of the project, could continue into 2030.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

useful life without subsequent capital investment
Facilities in the park left un-implemented under this
request will need future stand-alone investment.
When equity metrics direct investment in this park
again, MPRB will submit another CBR.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. This park's master plan includes numerous facilities intended for year round use by youth and teens, especially nearby neighbors, who tend to have lower wealth than the city as a whole. In this dense urban neighborhood, green space and recreational opportunities are at a premium. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis as a whole:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

Field:

- 75.5% White
- 12.8% Black/African American alone
- 7.6% foreign born residents

Regina:

- 61.2% White
- 20.7% Black/African American alone
- 9.9% foreign born residents

Northrop:

- 70.9% White
- 11.8% Black/African American alone
- 8.7% Hispanic/Latinx
- 8.1% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All three neighborhoods around McRae Park have higher percentages of White residents than the city as a whole, and therefore fewer BIPOC residents, including foreign born residents. However, this reality is changing, especially in the Regina neighborhood, which exceeds the city percentage of Black/African American residents, and Northrop, which comes close to the city percentage for Hispanic/Latinx residents. Investment here could reduce investment in other, more BIPOC-heavy neighborhoods, but it could also support people of varying backgrounds who are increasingly calling this area home

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process used the INVOLVE engagement level. Capital improvement projects typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit

that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around the master plan was a two year process that led to the vision for the park which will be implemented incrementally, including through this request. Further engagement associated with this project will help MPRB understand the best prioritization of improvements design of those improvements, and often even construction sequencing and timelines .

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements in this park are one piece of an overarching system at MPRB to prioritize capital improvements according to data-driven equity metrics. MPRB's seven metrics have been in place since 2017, and many of the parks with the most need--in terms of demographics and asset condition--have seen improvements already. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70. These parks are in neighborhoods that roughly match the city's demographics and/or have aging and lower quality facilities. This park, according to the demographics and asset condition described above, is clearly within that grouping.

Additional Information

None

PRKCP - Neighborhood Parks Capital Infrastructure

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: Varies by specific park project
Ongoing Program: Y
Current Phase: Design
Level of Need: Significant
Department Priority: 1 of 24

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisparcs.org
Website: www.minneapolisparcs.org
Prior year(s) bond authorization amount: \$9,107,000 unspent

Total project cost (all years): \$24,889,000

Project Location:

Address: Multiple sites across the city
City Sector: All
Affected Neighborhoods: Multiple
Affected Wards: Multiple
Description of Location: Existing park sites

Project Description

This project includes a variety of major capital improvements in a variety of parks, which are primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, these major new or increased-budget projects are being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

MPRB has developed an equity metric for selection of parks that would receive new or enhanced funding under NPP20. Parks in which a playground or athletic field is the ONLY planned improvement are requested under PRK02 and PRK04, respectively. A series of targeted rehabilitation types are requested under PRKRP. Any single-park project with a total dollar amount greater than \$1,000,000 is featured under an individual project number (PRK38 through PRK62). PRKCP is a multi-year program that includes comprehensive park improvement projects with a variety of activities, at smaller overall funding amounts.

Also included in the PRKCP project is a set of neighborhood parks without major assets (sometimes called "undeveloped parks"). Investing in them is in the spirit of NPP20, to ensure that every neighborhood has a great park and that every park sees improvements. However, these parks were always difficult to rank under MPRB's equity metrics. Because they do not have major assets, scores for these parks were based solely on where they were in the city, not the relative benefits they might provide to the public. In 2023,

MPRB updated its equity metric ordinance to address this unintended consequence. This ordinance change, put simply, does three things:

- It separates all parks without major assets (undeveloped parks) into a separate list. These 51 parks that do not feature play areas, athletic fields, aquatic areas, courts, nor buildings are no longer ranked amongst the developed parks, but rather amongst themselves.

- It creates two new park equity metrics that apply only to undeveloped parks (the four community metrics remain the same for all neighborhood parks). These metrics are "asset proximity," which evaluates how close the undeveloped park is to other recreational assets, and "asset potential," which examines whether the undeveloped park is planned to have major recreational assets. Together, these two new metrics determine whether an undeveloped park can provide important recreational benefit to the public.

- It brings undeveloped parks into the MPRB CIP in their ranked order, alongside the developed park list. Funding amounts are based on adopted park plans, and the total amount invested in undeveloped parks may vary year over year, in order to create the most equitable CIP that includes both neighborhood park types. Once an undeveloped park sees investment, it moves to the developed list and gets ranked among its now peers with major assets.

In order to move these undeveloped parks into the CIP, some other project delays have occurred, and are represented throughout MPRB's capital requests this year. Because most undeveloped parks are not planned to have large numbers of major assets, they are necessarily included in PRKCP. In this request (See the "Additional Information" section), undeveloped parks are noted in the project list.

The exact facilities to be implemented at each park, whether developed or undeveloped, are based on service area master plans, which create visions for the recreational future of every neighborhood park in the city. All five area master plans--South, Downtown, North, Northeast/Southeast (East of the River), and Southwest are complete. Once a master plan is complete and a funding allocation is made, MPRB begins a participatory community process by which users and residents can help prioritize what is built in the park. A requested allocation for a particular park will not generally complete that park's master plan, and should be considered a phase of implementation. The community process considers which of those elements included in the adopted master plan should be built right away. The scoping process also considers phasing logistics and feasibility, while ensuring that elements of the park are not decommissioned for long periods of time awaiting phase two. This scoping process is an important way to ensure continued community decision making in park projects. It does mean, however, that requests under PRKCP are not specifically defined as to exactly what will be constructed. Requested funding would not move from one park to another, but it could be used for a variety of recreational improvements, based on community input.

PRKCP also includes projects that use the MPRB Capital Levy.

Purpose and Justification

This project fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life, and many parks have an asset mix that does not exactly meet the needs of the community as a whole. This project and its many and varied park improvements will improve safety and accessibility, upgrade worn and outdated park assets, and transform parks to better meet the needs of today's population.

The purpose and justification of each individual park improvement is based on two factors: the developed or undeveloped park equity metric and the park master plan. These two factors work together to ensure that those parks with the greatest need are addressed first, and that the improvements being made are in line with community desires. The equity metrics use empirical data to establish an "equity ranking" for each park, separated into developed and undeveloped park lists. The data look at both the community characteristics around the park, the assets in the park (including historic investment in the park), and the recreational

benefit of the park (in the case of undeveloped parks). Rankings of specific projects included in this request are shown below under “Additional Information.” Once a park has been identified for funding, the approved master plan determines the general amount of funding

This project will allow MPRB to more equitably meet the needs of the community as a whole by focusing early attention on those parks where there is the most need, but also by implementing improvements the community wants.

Project Visuals and Map



Project Funding and Cost Breakdown

PRKCP	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$585,000	\$724,000	\$855,000	\$917,000	\$1,037,000	\$1,013,000	\$1,405,000
391002 - Net Debt Bonds Issued	\$738,000	\$1,345,000	\$5,044,000	\$3,359,000	\$1,400,000	\$400,000	\$7,390,000
REVENUES	\$1,323,000	\$2,069,000	\$5,899,000	\$4,276,000	\$2,437,000	\$1,413,000	\$8,795,000
Expenses							
DANDPM - Design and Project Management	\$265,000	\$414,000	\$1,180,000	\$855,000	\$487,000	\$283,000	\$1,759,000
CONSTC - Construction Costs	\$1,005,000	\$1,572,000	\$4,483,000	\$3,250,000	\$1,853,000	\$1,073,000	\$6,684,000
GOVER - General Overhead	\$53,000	\$83,000	\$236,000	\$171,000	\$97,000	\$57,000	\$352,000
EXPENSES	\$1,323,000	\$2,069,000	\$5,899,000	\$4,276,000	\$2,437,000	\$1,413,000	\$8,795,000

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails) and Vertical Infrastructure (recreational amenities)

Is this request a new capital project or an existing project? A combination of new and existing facilities

If the project is an existing asset, what is the observed remaining life of the asset?

MPRB uses a system of equity metrics to prioritize capital investments in parks. One of those metrics looks at the longevity of park assets, examining whether a particular asset (a play area, wading pool, etc.) is within or beyond its expected useful life. Assets that expired long ago receive 3 points, while assets that expired or will expire between five years ago and five years from now receive 1 point. No points are given to assets well within their useful lives. The higher the score a park receives, the more long-expired facilities in the park. Though it is unknown at this time exactly which existing assets will be improved under this request, the following list shows the overall longevity rating for each of the parks in this request. The higher the number, the more assets are outside their useful life. (Note that the “undeveloped parks” described above do not get these scores because they do not have assets. They utilize different park metrics focused on asset proximity and potential. They appear in this list for reference, but without data.)

Hall: 1.2

Whittier: 1.6

Washburn Fair Oaks: undeveloped

Newton Triangle: undeveloped

Mueller: 0.5

Stevens Square: 0.5

Todd: 2.25

Jackson Square: 0.8

Lyndale School Pool: 1.0

Painter: 1.0

Perkins Hill: 0.5

CEPRO Site: undeveloped

Marcy: 0.4

NW Bell/Elwell: 1.0

Clinton Field: 0

North Loop Park Site: undeveloped

Normanna Triangle: undeveloped

Irving Triangle: undeveloped

Waveland Triangle: 0

8th Avenue Streamscape: undeveloped

Seven Oaks Oval: undeveloped

Lovell Square: 0

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

MPRB's equity metrics also include an asset condition metric. Similar to the longevity/lifespan metric, the higher the score a park receives, the greater the need it has, meaning that the assets are in poorer condition. Ratings are provided by asset management staff in the field and are updated annually to account for degradation or improvement. The five major facility types (courts, fields, buildings, aquatics, and play areas) are rated from 1 through 5, with 5 indicating assets in the poorest condition. Though it is unknown at this time exactly which existing assets will be improved under this request, the following list shows the overall asset condition rating for each of the parks in this request. The higher the number, the more assets are in poor condition.

(Note that the “undeveloped parks” described above do not get these scores because they do not have assets. They utilize different park metrics focused on asset proximity and potential. They appear in this list for reference, but without data.)

Hall: 2.6
Whittier: 2.25
Washburn Fair Oaks: undeveloped
Newton Triangle: undeveloped
Mueller: 2.75
Stevens Square: 2.5
Todd: 2.5
Jackson Square: 2.1
Lyndale School Pool: 3.0
Painter: 2.33
Perkins Hill: 2.5
CEPRO Site: undeveloped
Marcy: 2.0
NW Bell/Elwell: 1.0
Clinton Field: 2.6
North Loop Park Site: undeveloped
Normanna Triangle: undeveloped
Irving Triangle: undeveloped
Waveland Triangle: 1.25
8th Avenue Streamscape: undeveloped
Seven Oaks Oval: undeveloped
Lovell Square: 2.0

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric described above sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent play equipment repairs and more difficult aquatic facility start-up and operation.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The most important industry standards for park amenities are the Consumer Product Safety Commission (CPSC) for playgrounds and State of Minnesota health requirements for aquatic facilities. In addition, the Americans with Disabilities Act (ADA) governs all park improvements. MPRB playgrounds are regularly inspected for compliance with safety requirements, and pools for health requirements. All existing MPRB facilities meet these requirements, but because they tend to be older facilities, updated best practices and rules will govern when they are replaced. MPRB has an ADA Transition Plan in place and regularly includes accessibility improvements in park implementation projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2. This is based on a lower-than-average asset condition and longevity ratings across all these parks, along with the need to implement community-driven master plans. Many existing facilities in these parks are functional but low quality, and the existing parks do not meet the recreational needs of the communities around them. They must evolve as directed in their master plans.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Varies. Projects will not specifically improve transit and pedestrian experience beyond the park boundaries

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Sidewalks and trails could be included in project scopes

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increases in operating costs are possible depending on which amenities are implemented. Replacement and upgrades of existing facilities may have minimal operating cost increases, while larger elements will have significant increases.

What is the estimated annual operating cost increase or (decrease) for this project? Unknown at this time, dependent on the exact facilities implemented.

Year that Operating Incr/(Decr) will take effect?

Varies by specific park implementation

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Comprehensive analysis of maintenance impacts were calculated as part of the service area master planning process. This calculation was based on real-world assessments of costs to maintain existing facilities drawn from MPRB's system as well as national models. Each master planned park includes a maintenance cost change estimate at full build out. For instance: conversion of a wading pool to splash pad will result in an approximately \$20,000 annual maintenance cost increase--the result of a \$15,000 annual credit for removing the wading pool and a \$35,000 add for the splash pad. Playgrounds, conversely, will see no maintenance increase nor decrease, because though newer equipment is easier to maintain, those maintenance allocations must be shifted elsewhere in the system to cover other aging infrastructure.

An overall maintenance change number has not been provided for PRKCP, however, because the details of many projects are unknown. In some cases, parks may see increased maintenance costs while at others there may be decreases (for instance, at parks that will have fewer diamonds and larger multi-use field areas). Though a comprehensive maintenance cost accounting has not been provided to CLIC under this project, MPRB operations and planning staff are working together to ensure proper maintenance allocations when

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The following is an update on unspent bond projects, relative to outstanding bonding presented last year. The list provides a status update on each project and an overview of amounts remaining.

The total amount unspent is larger than last year's report by about 7%. MPRB continues to be dogged with a challenging bidding climate and staffing levels that are not adequate. Though MPRB itself is not satisfied with the slow pace of project implementation, a few notes on the overall unspent bonds total are worthwhile. At the moment of this writing, 10 projects with unspent bonds last year are either complete, at the construction punchlist stage, or are working through final procurement and will initiate construction soon. This grouping of projects constitutes \$3.46 million, or 38% of the overall total. Another 26% of the total unspent have project managers assigned and are currently working to engage the community around the designs. \$1 million worth of unspent bonds are associated with Willard Park, which continues to be stuck in the Federal grant process.

In all, only four of 19 projects on this overall list still await assignment of project managers and project initiation. This comprises \$2.25 million, or 25% of the total unspent. The annual ask in PRKCP ranges from \$1.4 to \$5.9 million.

3 projects are complete or are well under construction and will be complete in 2024:

- Farwell Park (2021 funding): Unspent bonds are \$0
- Hall Park (2021 funding): Unspent bonds are \$0
- Jordan Park (2018 funding): Unspent bonds are \$288,000

7 projects have completed community engagement and design and are working through the construction bidding and contracting process for construction in 2024:

- Victory Park (2019 funding): Unspent bonds are \$115,000
- Corcoran Park (2021 funding): Unspent bonds are \$624,000
- Painter Park (2019 and 2021 funding): Unspent bonds are \$278,000

individual improvements are implemented, using the service area master plans as a guide.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

This project will likely be a combination of replacement of existing facilities with like facilities and of new park amenities. Once project scoping is complete, MPRB staff will consider likely cost increases for new infrastructure and incorporate them into existing operations budgets or will address increases through MPRB's annual budgeting process.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Though the exact facilities to be included in this project are not yet known, the project will fully implement some amount of master plan-directed elements of the park. These implemented facilities will then be expected to achieve their full expected useful life without subsequent capital investment. Facilities in the park left un-implemented under this request will need future stand-alone investment. When equity metrics direct investment in this park again, MPRB will submit another CBR.

- Central Gym Park (2022 funding): Unspent bonds are \$766,000
- Murphy Square Park (2022 funding): Unspent bonds are \$188,000
- Riverside Park (2022 funding): Unspent bonds are \$783,000
- Bethune Park (2023 funding): Unspent bonds are \$418,000

3 projects have initiated design and community engagement and will be bid and constructed in 2024 or 2025:

- Sumner Field (2020 funding): Project has initiated community engagement and design. This park was underallocated in the early days of NPP20 and was set to receive additional funding in 2025. It is not possible to implement a small design here, so MPRB advanced the planned 2025 funds to 2024, so the project can continue design work and move toward construction plans in 2024. Unspent 2020 bonds are \$51,000
- Folwell Park (2022 and 2023 funding): Project is nearing the end of community engagement and design. Bidding and construction likely in 2024. Unspent bonds are \$916,000
- Harrison Park (2022 and 2023 funding): Project is in the very early stages of community engagement and design. Construction likely in 2025. Total unspent bonds are \$978,000

1 project is partially complete but was put on hold at the request of the community:

- Cedar Avenue Field (2021 funding): Staff has been working with community members on request to rethink the vision for the park. Most funding has been held, therefore, based on this request. A new vision for the park will be considered along with that for East Phillips Park (PRK41), due to geographic proximity. That project is underway. A lighting improvement project was completed in 2022. Unspent bonds are \$412,000

5 projects have not yet initiated and have unknown timelines. It is important to note that the projects needing to be rebid did impact staffing capacity in the MPRB Planning Division. Some projects are delayed because of that reality. In its 2023 budget, the Board of Commissioners approved an additional project manager, and that position has been filled:

- Willard Park (2022 and 2023 funding): MPRB was successful in securing a federal grant for Willard park in the amount of \$1.3 million. Along with NPP20 and Capital Levy, these funds will allow for a complete implementation of the park's master plan. Federal requirements, however, require additional time, so this project is initiating more slowly than

originally anticipated. Unspent bonds are \$1,043,000.

-- Franklin Steele Park (2022 funding): Unspent bonds are \$784,000.

-- Cottage Park (2023 funding): Unspent bonds are \$560,000

-- Glen Gale Park (2023 funding): Unspent bonds are \$672,000

-- Smith Triangle (2023 funding): Unspent bonds are \$232,000

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Project schedules may vary significantly depending on the size of allocation, the specific improvements envisioned, and the scale of change in the park. In general, all projects will require 6-8 months of community engagement, which can happen in concert with design development. At the conclusion of community engagement, construction plans for bidding are prepared and the project is bid for construction. MPRB works to limit inconvenience to the community during construction, and may occasionally phase construction across two calendar years. Construction scheduling is determined by the project manager in consultation with the community.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Moving funding from year to year will affect staff ability to implement projects. Delaying this project will invariably delay other park improvement projects called for in the CIP.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. Improvement at this park will provide much needed activity space to improve the health and social welfare of local residents.

Arts and Culture: MPRB seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. Even without the specific inclusion of art in park improvements, however, creative and inspiring design is a key part of the park improvement process. In addition, parks often sit at the cultural center of communities, whether people are visiting the park for an art class, participating in spontaneous cultural experiences, attending a cultural event, or simply interacting with peers from different backgrounds in the park.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project includes improvements in parks in many different neighborhoods. MPRB is not providing specific demographic data for this project. Rather, the “Analysis” response provides insight into the racial equity analyses MPRB performs as part of its equity metrics.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Not applicable

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The master planning process for each park in this project used the INVOLVE engagement level. Capital improvement projects that implement master plans typically use the CONSULT level. However, at the beginning of each MPRB project, staff complete a Community Engagement Assessment to determine the engagement level. All projects except INFORM projects must then complete a full Community Engagement Plan. MPRB's CE Plan template embeds a racial equity toolkit that involves initial demographic analysis of the project area and periodic analysis of engagement success against stated goals.

Describe the engagement and what have you learned?

The engagement around each master plan was a two-year process that led to the vision for the park, which will be implemented incrementally. Further engagement in parks covered under this project will help MPRB understand the best prioritization of improvements, design of those improvements, and often even construction sequencing and timelines.

Analysis

How does the outcome for this project help the city achieve racial equity?

The inclusion of these park projects is based almost entirely on MPRB's equity metrics for capital project scheduling, which were codified in Ordinance at the beginning of NPP20 in 2017 and amended in 2023 to address unintended consequences related to undeveloped parks. The improvements in these parks are part of an overarching system of equitable capital investment at MPRB. MPRB uses seven metrics for developed parks that look at the assets in the parks as well as community characteristics around the parks. Many of the parks with the most need have seen improvements already. The new methodology for considering undeveloped parks is also an equity move, in that it will now prioritize investment around parks with the greatest recreational potential.

When looking at the equity rankings included in the “Additional Information” section below, it is important to keep in mind that MPRB updates the equity rankings every year. We do not remove parks from the CIP once

they are included. It is possible for demographic changes (most notably ACP50s) to cause a park’s ranking to drop (or rise) significantly from one year to the next.

In the early years of NPP20, MPRB invested heavily in parks with very high need—those with rankings in the top 25 of the list. We are now moving into a "second wave" of parks with rankings between roughly #25 and #70 (out of 102 developed parks). These parks are in neighborhoods that roughly match the city's overall demographics and/or have aging and lower quality facilities.

Additional Information

The following chart documents parks in which improvements will take place, including anticipated funding years and sources. The bulk of the funding comes from Net Debt Bonds with some capital levy (see the PRKRP project for NPP20-funded rehabilitation projects). Selection of all projects was based on the neighborhood equity metrics developed as part of the NPP20 ordinance, including the recent undeveloped parks amendment. Equity rankings are re-calculated each year. The 2024-2029 MPRB CIP is built on rankings calculated in 2023. Each park's 2023 equity ranking is included in the chart for reference (in parentheses after the park name). The lowest numbers demonstrate higher need. In each year, the list shows developed and undeveloped parks separately. These parks are ranked ONLY within their respective lists, not against each other.

In order to ensure projects move forward in a timely fashion, MPRB includes a contingency factor under PRKCP. This "Replace and Invest Contingency" (R&I Contingency) will be used for project construction, to close the gap on site unknowns, increased bid amounts, and other construction-related factors out of MPRB control. The most significant reason for project delays is bidding issues. The contingency will only be used when necessary, and unspent contingency will be used to originate new projects in later years. Beginning in its 2021 CIP year, MPRB has chosen to fund the R&I Contingency with Capital Levy. It is still included for reference in the MPRB requests and the chart below, but no Net Debt Bonds are being requested related to the contingency fund.

Based on conversations during the 2019 presentation of MPRB's CLIC requests, staff performed an analysis of funding levels for various parks. CLIC members expressed ongoing support for MPRB's equity metrics, but raised questions about how much money each park was getting when it was entered into the CIP. MPRB staff looked at funding levels for each park receiving equity-driven NPP20 funds and has developed a system for determining the relative scale of investments, based on four factors: size of park, number of amenities, presence of a recreation center, and degree of change proposed in the adopted master plan for the park. This analysis resulted in the discovery of eleven parks that were under-funded in the early years of NPP20, relative to other similar parks. MPRB's adopted 2025 and 2026 CIP years are considered "normalization years," wherein additional funds are provided to certain parks. This leads to what may appear to be double allocations in some parks. Few new parks were brought into the CIP in 2025 in order to square-up parks that were previously under-funded. Going forward, allocation amounts have been standardized based on the criteria listed above. Funding amounts for undeveloped parks are based on adopted plans and cost estimates for those parks.

Some changes from previous requests appear here, and are explained below. In many cases, the reason for these changes or project delays is to accommodate the new undeveloped parks investment, and also the shift to higher rehabilitation fund amounts (See PRKRP). MPRB uses current (2023) equity metrics to determine which projects will be delayed, when delays become necessary to balance the CIP. Projects with the lowest equity scores are those most likely to be delayed.

2025
DEVELOPED
Hall (5): \$425,000 Net Debt Bonds
Whittier (30): \$370,000 Net Debt Bonds
Nieman Fields Pavement Rehabilitation: \$150,000 Capital Levy
R&I Contingency: \$574,000 Capital Levy

UNDEVELOPED

Washburn Fair Oaks (3): \$385,000 Net Debt Bonds

Newton Triangle (1): \$165,000 Net Debt Bonds

NOTE: Murphy Square has rank #2 among undeveloped parks, and a project there was previously funded and is currently underway

2026

DEVELOPED

Jackson Square (43): \$911,000 Net Debt Bonds (one year project delay, and funding increase)

Lyndale School Pool (9): \$100,000 Net Debt Bonds. This allocation is for a decommissioning of the pool which does not sit on MPRB lands. Most previously allocated funding was shifted to Painter Park (just below) to implement master-plan driven aquatic and other improvements in that park

Painter (63): \$870,000 Net Debt Bonds (one year project delay, along with Lyndale School Pool, and funding increase)

Perkins Hill (88): \$450,000 Net Debt Bonds (one year project delay, and slight funding increase)

Mueller (27): \$221,000 Net Debt Bonds

Stevens Square (65): \$896,000 Net Debt Bonds

Todd (45): \$896,000 Net Debt Bonds

Nieman Fields Pavement Rehabilitation: \$75,000 Capital Levy

R&I Contingency: \$615,000 Capital Levy

UNDEVELOPED

Washburn Fair Oaks (3): \$100,000 Net Debt Bonds, \$165 Capital Levy

CEPRO Site (4): \$600,000 Net Debt Bonds

2027

DEVELOPED

Clinton Field (26): \$940,000 Net Debt Bonds (one year project delay, and funding increase)

Mueller (27): \$709,000 Net Debt Bonds

Marcy Park (50): \$370,000 Net Debt Bonds

Northwestern Bell/Elwell Park (24): \$600,000 Net Debt Bonds

Nieman Fields Pavement Rehabilitation: \$150,000 Capital Levy

R&I Contingency: \$683,000 Capital Levy

UNDEVELOPED

North Loop Park Site (5): \$740,000 Net Debt Bonds

Irving Triangle (9): \$54,000 Capital Levy

Normanna Triangle (6): \$30,000 Capital Levy

2028

DEVELOPED

Waveland Triangle (101): \$700,000 Net Debt Bonds (one year project delay, and funding increase)

Lovell Square (29): \$237,000 Capital Levy (This previously was a playground PRK02 project, but the playground was already replaced so this has been converted into a general implementation PRICP project.)

Nieman Fields Pavement Rehabilitation: \$150,000 Capital Levy

R&I Contingency: \$650,000 Capital Levy

UNDEVELOPED

8th Avenue Streamscape (7): \$300,000 Net Debt Bonds

Seven Oaks Oval (8): \$400,000 Net Debt Bonds

2029

DEVELOPED

Lovell Square (29): \$288,000 Capital Levy (This previously was a playground PRK02 project, but the playground was already replaced so this has been converted into a general implementation PRICP project.)

project.)

Nieman Fields Pavement Rehabilitation: \$75,000 Capital Levy

R&I Contingency: \$650,000 Capital Levy

UNDEVELOPED

Seven Oaks Oval (8): \$400,000 Net Debt Bonds

2030

MPRB has not yet adopted a 2030 CIP. The current MPRB 6-year CIP includes the 2024 through 2029 years. MPRB is providing an overall budget estimate for the 2030 year and will refine the request next year once MPRB adopts a 2030 CIP year.

Several of the parks funded here also appear in PRK02 with playground rehabilitation projects in various years. Wherever possible in terms of timing, same-year or near-year funding under PRKCP and PRK02 will be considered a single project for administrative, community engagement, and construction purposes.

PRKDT - Diseased Tree Removal

Project Details:

Project Start Date: January 1, 2024
Estimated Project Completion Date: Ongoing
Ongoing Program: Y
Current Phase: Construction
Level of Need: Critical
Department Priority: 24 of 24

Project Location:

Address: Citywide
City Sector: All
Affected Neighborhoods: All
Affected Wards: All
Description of Location: Private properties

Submitting Agency: Minneapolis Park and Recreation Board
Contact Person: Adam Arvidson
Contact Phone Number: 612-230-6470
Contact Email: aarvidson@minneapolisprks.org
Website: www.minneapolisprks.org
Prior year(s) bond authorization amount: n/a

Total project cost (all years): \$7,200,000

Project Description

This project entails removal of diseased and infested trees from private property outside of public street rights-of-way and other public lands. Invasive pests such as Dutch Elm Disease and Emerald Ash Borer (EAB) can and have decimated whole regions of certain species and more pests are threatening our region. Prompt removal is one of the best methods of control because it proactively slows the spread of a pest to potential host trees.

Purpose and Justification

This project is an extremely important part of the toolbox for controlling invasive tree pests and protecting our urban forest. The prompt removal of diseased and infested trees from private property prolongs the practical and aesthetic positive benefits that all trees provide, no matter where they are located. These benefits are a major and important part of the city's urban infrastructure by providing many ecosystem services to the environment and our community. Examples include: mitigating global warming by reducing greenhouse gases, storing and sequestering carbon dioxide, improving air quality, removing pollution, increasing energy savings through shade and windbreaks, intercepting rainfall, providing stormwater rate control, and reducing pavement temperature and the heat island effect. The urban forest also fosters wildlife habitat while providing social and psychological benefits to residents. Trees are proven to increase property values and contribute to crime reduction. Consumers are willing to pay more for products in business districts with trees.

Diseased and infested trees can be a serious safety threat once a tree deteriorates into a weakened state. Such trees may look safe on the exterior but can quickly become structurally unstable. This can inevitably lead to a loss of branches and/or total tree failure which is a recognizable threat to public safety

This year, MPRB is requesting to maintain the previously requested increase in the diseased and infested tree special assessment bond at \$1,200,000. There are two key reasons for this request. First, the population of Emerald Ash Borer (EAB) on private properties is expected to increase and therefore kill more trees. The infestation is currently in the upward trajectory of what is called the exponential death curve. This means that losses to EAB will increase until there are fewer ash to infest. Until then, MPRB will need to condemn private ash trees for at least 5 to 7 years, in order to protect the overall urban forest—public and private. The second reason is due to increasing costs faced by the contractors that remove the trees. This includes fuel, labor, equipment, and disposal. Increased costs of doing business are facing many businesses and tree care companies are no exception.

Project Visuals and Map



Project Funding and Cost Breakdown

PRKDT							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
REVENUES	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000
Expenses							
CONSTC - Construction Costs	\$1,152,000	\$1,152,000	\$1,152,000	\$1,152,000	\$1,152,000	\$1,152,000	\$1,152,000
GOVER - General Overhead	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
EXPENSES	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000

Asset Condition

Please select the asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset? Not applicable. This project is about tree removal from private properties

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable

What is the expected useful life of the project/improvement?

Not applicable

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not applicable

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Ongoing assessment bonds.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Not applicable

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Not applicable

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

The MPRB partnered with the City of Minneapolis Health Department to secure a grant from the US Forest Service through the Inflation Reduction Act. The \$8,000,000 that was secured will be used primarily to pay for the removal of ash trees that have been condemned on private properties due to being infested with Emerald Ash Borer. It will specifically focus on easing the financial burden low-income property owners face with required removal of trees infested with EAB.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis Health Department is the lead agency when it comes to finalizing arrangements with the US Forest Service that will allow the grant to begin. After months of work the grant contract is expected to be put in place by June 2024. Once all paperwork has been finalized, contractors working under the authority of the MPRB will begin removing qualifying trees. Grant funds will cover the removal costs that previously would have been borne by property owners.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

MPRB Forestry has been in contact with the nonprofit organization Metro Blooms to assist with a MnDNR ReLeaf grant that they received. This grant will cover the cost of removing 50 private property ash trees with a contracted arborist. Metro Blooms partners with communities to create resilient landscapes and foster clean watersheds, embracing the values of equity and inclusion to solve environmental challenges. MPRB Forestry has provided them with addresses that have infested private trees. This will enable Metro Blooms to begin assisting qualifying residents with the removal of infested ash trees.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Work does not occur in right-of-way

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Not applicable

What is the estimated annual operating cost increase or (decrease) for this project? Not applicable

Year that Operating Incr/(Decr) will take effect?

Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Not applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Unspent balance applied to future years

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not applicable

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Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Removal of diseased and infested trees on private property ensures safety by removing the threat of tree failure. In addition, eliminating diseased and infested private trees protects public trees which could be even less safe were they to fall in the public realm.

Public Services: The diseased and infested tree removal fund allows home owners to pay off tree removal debt over time, thereby lessening the burden, while still protecting the public realm for all residents. This program is a high quality service with significant benefits to Minneapolitans.

Environmental Justice: Climate change could exacerbate tree loss due to diseases and insects. There is always the possibility that a new invasive pest could impact the Minneapolis tree canopy. The pest that is currently on the watch list for the MPRB and Minnesota Department of Agriculture is the Asian longhorned Beetle. This program allows the city and MPRB to stay ahead of threats and protect the urban forest which provides significant environmental benefits to the city.

Built Environment and Transportation: The urban forest is a key feature of high quality neighborhoods and streets. Protecting it through the removal of diseased and infested trees shows a commitment to neighborhood sustainability and quality.

Public Health: The urban forest provides numerous public health benefits, including air quality improvement, reduction in the heat island effect, carbon sequestration, and stormwater management. Removal of diseased trees, which could spread pathogens or insects to healthy trees, is critical to the protection and preservation of the urban forest.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All City geographies will be impacted by this program, because it is a city-wide urban forest initiative. Minneapolis city demographics are included below:

- 60.1% White
- 36.9% Of Color, including 18.2% Black/African American alone, 5.6% AAPI alone, 1.0% American Indian/Alaskan Native alone
- 9.8% Hispanic/Latinx
- 21.4% speak a language other than English
- 14.8% foreign born residents

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The impact of Emerald Ash Borer has been seen throughout Minneapolis. Tree Inspectors from the Forestry Department have been condemning infested ash trees on private properties since 2013. Once condemned, property owners can choose to have the MPRB contractually remove their tree and assess the costs to their property taxes. MPRB research showed that disadvantaged areas of Minneapolis are more likely to utilize this service than more affluent areas.

What data is available or missing? How can you obtain additional data?

MPRB has performed recent analysis of financial impacts on residents with lower wealth when they are assessed for tree removal. A financial mitigation program was implemented in 2021. Traditionally there had been an option of deferring the cost of tree removal over a 5 year period. As a result of the analysis, a 10-year deferment option was added to accompany the 5 year option. More recently a third option of a 20-year deferment has been made available.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

In general, this work follows the INFORM level of engagement, with the engagement focus being on affected property owners.

After attending several listening sessions hosted by neighborhood residents in north Minneapolis, MPRB learned that residents did not fully understand how EAB kills ash trees, how quickly an infested ash tree can deteriorate into an unsafe condition, why MPRB condemns infested private ash trees, why the tree must be removed, how contractors are assigned to do the removal, and how costs are assessed to the property owner.

In recognition of this, MPRB hosted 4 public information sessions in north Minneapolis during April 2023. The information that was provided helped residents and property owners learn about Emerald Ash Borer and the condemnation process for private trees.

Describe the engagement and what have you learned?

The 4 public information sessions helped the MPRB learn more about the needs of property owners. This resulted in the creation of a flow chart that helps explain the private tree removal process for Homestead

properties, as well as updates to and better organization of the MPRB private tree removal web pages and the 20 year deferment option.

Another change was a requirement that tree removal companies examine every condemned tree in order to get more competitive bids for all removals that will be assessed against a homeowner's property taxes. Previously, only trees with difficult removal circumstances (called special bid trees) would get in-person inspections from companies bidding to remove them

An important discovery was that assessments were having an inequitable impact on homestead property owners within disadvantaged communities. Because MPRB cannot pay for private tree removal, MPRB worked to receive a \$500,000 donation from the Margaret A. Cargill Fund of the Saint Paul Minnesota Foundation. This generous donation has offered relief to many impacted homeowners by offsetting costs to remove infested trees from private homesteaded properties in certain areas across Minneapolis

Analysis

How does the outcome for this project help the city achieve racial equity?

The improvements to MPRB's program for mitigating tree pests ensures that private tree removal both protects the urban forest while working to lessen financial burden on those who may have difficulty paying assessments.

Additional Information

None

PRKRP - Neighborhood Parks Rehabilitation Program

Project Details:

Project Start Date: January 1, 2024

Estimated Project Completion Date: Varies by specific rehabilitation project

Ongoing Program: Y

Current Phase: Construction

Level of Need: Significant

Department Priority: 2 of 24

Submitting Agency: Minneapolis Park and Recreation Board

Contact Person: Adam Arvidson

Contact Phone Number: 612-230-6470

Contact Email: aarvidson@minneapolisparcs.org

Website: www.minneapolisparcs.org

Prior year(s) bond authorization amount
\$1,417,000 unspent

Total project cost (all years): \$25,954,000

Project Location:

Address: Multiple sites throughout city

City Sector: All

Affected Neighborhoods: Multiple

Affected Wards: Multiple

Description of Location: Existing park sites

Project Description

This program includes rehabilitation in a variety of parks, which is primarily requested under the 20-Year Neighborhood Parks Plan (NPP20), a long-term funding agreement between the City of Minneapolis and the Minneapolis Park and Recreation Board. Under the NPP20 agreement, the City of Minneapolis has sole discretion on how to fund the program. Because it is likely that Net Debt Bonds will be that funding source in the near future, this rehabilitation program is being requested through the CLIC process. Under this and all Park Board project requests, "Net Debt Bonds" is used interchangeably with the MPRB source "NPP20" as defined in the MPRB CIP.

Rehabilitation projects have historically been considered in ten categories

- ADA Improvements
- General building and recreation center rehabilitation
- Roofs
- Heating, ventilation, and air conditioning
- Neighborhood amenity fund
- Park lighting
- Synthetic turf rehabilitation
- Below-grade infrastructure
- Sidewalk and pavement
- Operations facilities

Beginning in 2024, and requested here in each year from 2025 through 2030 MPRB is establishing an 11th rehabilitation fund: Athletic Fields and Diamonds. Based on a comprehensive facility longevity analysis performed across asset type and geography, it was discovered that the athletic fields and diamonds asset class most significantly fails to be within its useful life. This matches community perspective on the low quality of fields and diamonds across the system. MPRB Commissioners have established a four-year Budget Action to increase the number of assets within their useful lives. Addressing fields and diamonds is critical to that goal.

Some of these categories are partially funded through the MPRB capital levy because those categories were already in the CIP prior to NPP20.

Purpose and Justification

This program fulfills the NPP20 agreement, which recognizes existing shortfalls in rehabilitation and capital improvement across the Minneapolis park system. Many park assets are near or beyond their useful life. This program will touch numerous parks and will improve safety and accessibility and upgrade worn and outdated park assets.

The specific purpose of each of the now eleven rehabilitation categories is as follows

ADA Improvements:

While all capital projects must meet ADA requirements, the MPRB recognizes that there are some improvements that need to be made to increase accessibility before or outside of a full capital project. The ADA improvement funding targets improvements to building and outdoor facilities that are not part of the current capital program, but appear in MPRB's ADA Transition Plan. Of particular focus now is improving accessibility in recreation center restrooms and ensuring accessible routes from parking lots into buildings and into restrooms.

Recreation Center Rehabilitation:

The MPRB owns 49 recreation centers. Most were built in the 1960s and 1970s. While the MPRB is working on a system-wide recreation center facility plan that will help determine long-term capital improvements to recreation centers, this funding will allow for improvements that are needed to sustain the buildings in the short-term, including building envelope improvements, visitor services, mitigation projects, and windows.

Roofs:

This category addresses a similar need to the above recreation center rehabilitation but focuses specifically on rehabilitating roofs for the long-term stability of buildings.

Heating, Ventilation, and Air Conditioning:

This category addresses a similar need to the above recreation center rehabilitation but focuses specifically on improving or replacing aging and outdated boilers, heating units, and ventilation systems. It will also install new air conditioning systems in some buildings in the interest of increasing programming availability and allowing more buildings to serve as safe-havens during stretches of high temperature.

Neighborhood amenity fund:

The neighborhood park system contains more than \$100 million in physical assets. Many of these assets are small--such as picnic tables, grills, benches, horseshoe pits, etc.--and are not often included in larger capital projects or general maintenance and upkeep. The neighborhood amenity fund allows these key visitor comfort features to be refurbished or replaced into good working condition.

Park Lighting:

Within Minneapolis neighborhood parks, lighting increases safety and extends operating hours for sports, winter activities, and general park use. This category focuses on the replacement and upgrade of exterior park lighting, along with supporting infrastructure.

Synthetic Turf rehabilitation:

The MPRB has installed eight artificial turf fields over the past 10+ years. Over time this type of turf will need to be replaced. This will be an ongoing fund dedicated to artificial turf replacement. Under an MPRB Board-approved resolution, with any synthetic turf project MPRB will consider alternative materials to the more typically used crumb rubber infill. The synthetic turf rehabilitation fund is funded by the MPRB Capital Levy.

Below-grade infrastructure:

Unseen in the neighborhood parks is a network of underground pipes, wiring, and conduits that in some cases dates from the initial creation of those parks. This category focuses on improving, upgrading, removing, or relocating this below-grade infrastructure, in order to create efficiency and improve environmental performance.

Sidewalk and pavement:

This category began with a focus on sidewalks and internal pedestrian paths within neighborhood parks, but will shift to other pavements such as courts and parking lots. MPRB has completed a comprehensive analysis of pavement condition for courts and parking lots and will strategically rehabilitate a certain number each year. Court condition is a consistent frustration for community members and MPRB is committed to providing safe and pleasant basketball, tennis, pickleball, bike polo, and other courts, as well as safe and accessible parking lots.

Operations facilities:

The MPRB is initiating an operation facility plan that will guide future investments in the operations facilities throughout the system. A key focus of the plan will be to increase safety and efficiency and to provide quality spaces for employees. This category will address immediate needs within the operational areas of MPRB's system, and then provide funds to implement changes recommended in the facility plan. Operations facilities improvements are funded by NPP20/Net Debt Bonds, the MPRB Capital Levy, and allocations from MPRB's general fund (not included in CLIC accounting).

Athletic Fields and Diamonds:

Softball/baseball diamonds and field sports areas for soccer, football, lacrosse, ultimate, and other team sports are consistently beyond their useful lives across the MPRB system. Rehabilitation funding will be used to upgrade field surfaces, reestablish high quality turf and aggregate, upgrade or provide vertical infrastructure like fences, backstops, goals, goalposts, and other sports needs, ensure good drainage, install irrigation where warranted, and make functional modifications designed to serve a variety of sports. The primary goal is to make significant enough renovations to fields and diamonds so that they can be considered to be new amenities and therefore within their useful lives. This will certainly also enhance asset condition and play quality.

Project Visuals and Map

There is no visual provided for this program.

Project Funding and Cost Breakdown

PRKRP							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$440,000	\$290,000	\$265,000	\$220,000	\$200,000	\$200,000	\$200,000
391002 - Net Debt Bonds Issued	\$3,550,000	\$4,070,000	\$4,614,000	\$3,965,000	\$3,965,000	\$3,965,000	\$4,000,000
REVENUES	\$3,990,000	\$4,360,000	\$4,879,000	\$4,185,000	\$4,165,000	\$4,165,000	\$4,200,000
Expenses							
DANDPM - Design and Project Management	\$798,000	\$872,000	\$976,000	\$837,000	\$833,000	\$833,000	\$840,000
CONSTC - Construction Costs	\$3,032,000	\$3,314,000	\$3,708,000	\$3,181,000	\$3,165,000	\$3,165,000	\$3,192,000
GOVER - General Overhead	\$160,000	\$174,000	\$195,000	\$167,000	\$167,000	\$167,000	\$168,000
EXPENSES	\$3,990,000	\$4,360,000	\$4,879,000	\$4,185,000	\$4,165,000	\$4,165,000	\$4,200,000

Asset Condition

Please select the asset type: Horizontal Infrastructure (pathways and trails), Vertical Infrastructure (recreational amenities), and Equipment (building systems)

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Because of the wide variety of assets in the different categories and across the city, it is impossible to quantify the remaining lives of assets to be rehabilitated. In general, any asset that needs rehabilitation under these funds would be beyond the end of its useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

As above, because of the wide variety of assets in the different categories and across the city, it is impossible to quantify the overall quality of assets to be rehabilitated. In general, any asset that needs rehabilitation under these funds would be poor to very poor quality or nonfunctional.

What is the expected useful life of the project/improvement?

The expected life of the improvements depends on exactly which amenities are improved under this request. However, MPRB's longevity metric sets thresholds for the expected useful life of the five major assets in the parks:

- Buildings/Recreation Centers: 50 years
- Play Areas: 25 years
- Courts (tennis and basketball): 25 years
- Athletic Fields: 15 years
- Aquatic Facilities (wading pools and splash pads): 25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The primary cost of deferring the project would be to increase the eventual cost of the project. The conventional annual escalation costs of 5-7% are likely to be exceeded in coming years, which will make this project more expensive the longer it is delayed. That could lead to fewer park amenities being rehabilitated or implemented. In addition, operating costs could increase, especially in the case of more frequent roof patching, HVAC system repair, trail patching, and other "reactive" or emergency maintenance regimes.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets rehabilitated or implemented under this request will be maintained by MPRB under its Asset Management Department, with funding approved annually for that purpose. This project does not specifically leverage non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

A variety of code requirements and industry standards apply to this work, depending on the target of rehabilitation. In general, assets slated for rehabilitation would be meeting older versions of standards but still performing sub-optimally.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3. Essentially, in this context, this question amounts to a service level estimate for the entire Minneapolis park system. This is because any asset could benefit from rehabilitation funds, should its quality warrant it.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

None

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Varies. Projects will not typically enhance transit or pedestrian experience beyond the park area

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The sidewalks category upgrades deficient pedestrian and bicycle trails, ramps, and other facilities.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not a right-of-way project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project will reduce operating costs at rehabilitated parks throughout the park system.

What is the estimated annual operating cost increase or (decrease) for this project? The exact reduction is unknown, but savings will likely need to be shifted to other park properties.

Year that Operating Incr/(Decr) will take effect?
Varies by specific implementations in individual parks.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Operating cost decreases have not been finally determined.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The following is an update on unspent bonds, segregated by rehabilitation category. Projects are constantly rolling out year over year, and efficiencies are increasing.

2019 funding is entirely spent

2020, 2021, and 2022: 97% of \$11.5 million in bonding spent, except:
Operations Facilities: Three year total of \$305,000 unspent out of \$550,000. This funding is being used for a significant upgrade project at the Southside Operations Center, which is underway.

2023: 68.5% of \$3.5 million in bonding spent, except:
ADA Improvements: \$611,000 unspent out of \$800,000
HVAC: \$58,000 unspent out of \$350,000
Sidewalk/Pavement: \$301,000 unspent out of \$375,000
Operations Facilities: \$141,000 unspent out of \$150,000.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Rehabilitation projects often have relatively short timelines, when compared to other design and construction projects. It is likely most rehabilitation projects can be accomplished—from initiation to completed construction—in a matter of months. To create efficiency and streamline costs and procurement, projects of similar type and geography may be grouped.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The requested funding is generally consistent year over year, to ensure that these rehabilitation categories work like standard allocations for a consistent level of work from year to year. Shifting funds from one year to another could create a

bottleneck in some years and underutilized staff and contracts in others.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: Construction projects in parks improve safety throughout Minneapolis's parks, ensuring they are inviting and allow for healthful activities. They decommission outdated facilities and replace them with new ones that meet current safety and accessibility standards and expectations.

Housing: Park improvements relate to housing in that they are sometimes identified as a gentrifying force in neighborhoods. The alternative, however, of not improving parks would do a disservice to those that use them. MPRB is committed to working with the City to identify and address potential park-related gentrification and displacement, in order to contribute to stable neighborhoods with excellent park service.

Economic Development: Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate parks as having extremely high importance to their quality of life. Therefore, park renewal to maintain quality and incorporate desired amenities can contribute significantly to business retention and recruitment, including among under-represented groups.

Public Services: Though semi-autonomous, MPRB strives for the same efficiency, transparency, and responsibility as stated in the City's goal. MPRB follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. MPRB involves the public extensively in the scoping and design of park projects and provides detailed and extensive notifications during construction. Because this park's master plan was driven by community involvement, implementation of that plan will allow the public to recreate in ways that meet each individual's particular needs.

Environmental Justice: All park projects are executed with an eye to facility longevity and sustainability. MPRB strives to improve environmental performance and reduce waste with every construction project. MPRB's Ecological System Plan, adopted in 2020, provides guidance for all projects on topics ranging from alternative energy generation to construction impacts. Most park master plans call for reduction of turf grass and naturalized areas for pollinator habitat and air quality enhancement. When major projects like this one are implemented, this is an opportunity to plant additional trees, convert lawn to more sustainable ground

surface, and reconsider stormwater management on park sites. All of the options will be considered as aspects of the project.

Built Environment and Transportation: Ensuring high quality parks communicates investment in people's lives, no matter where they come from. In many cases, neighborhoods are physically and socially centered on their parks. Improving the park will improve the neighborhood.

Public Health: Improving park facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This project includes rehabilitation and improvements in parks in many different neighborhoods. MPRB is not providing specific demographic data for this project. Rather, the “Analysis” response provides insight into the racial equity analyses MPRB performs as part of its equity metrics.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Not applicable

What data is available or missing? How can you obtain additional data?

Park user data is a consistent gap in general demographic information and in existing MPRB data sets. Our primary way of better understanding park user demographics is to perform robust community engagement along with community partners, during master planning and capital project implementation.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Rehabilitation projects use the INFORM level of community engagement.

Describe the engagement and what have you learned?

Rehabilitation projects do not involve two-way engagement with the community.

Analysis

How does the outcome for this project help the city achieve racial equity?

The NPP20 rehabilitation categories launched at the inception of NPP20 and are a fundamental aspect of the long-term agreement between MPRB and the City. MPRB considers equity metrics when selecting rehabilitation projects, to ensure fair distribution of funds throughout the city, but decisions are made primarily on the basis of asset condition and longevity. Therefore, the rehabilitation program does not specifically address racial equity, but consistent replacement of degraded assets across the system is critical for overall safety and operational needs.

Additional Information

The following chart documents requested allocations by rehabilitation category (from the 2023-2028 MPRB Neighborhood Park Capital Program). Beginning in 2025, MPRB is directing additional funds to rehabilitation, specifically in the Neighborhood Amenity Fund category and the new Athletic Fields and Diamonds category. Funding for these increases comes from a reduction in the capital contingency fund and several capital project delays.

2025

ADA Improvements: \$800,000 Net Debt Bonds

General Building Improvements: \$560,000 Net Debt Bonds
Roofs: \$600,000 Net Debt Bonds
HVAC Systems: \$200,000 Net Debt Bonds
Park Lighting: \$200,000 Net Debt Bonds
Below-grade Infrastructure: \$50,000 Net Debt Bonds
Sidewalks and Pavement: \$500,000 Net Debt Bonds
Operations Centers: \$150,000 Net Debt Bonds
Neighborhood Park Amenities: \$810,000 Net Debt Bonds
Athletic Fields and Diamonds: \$200,000 Net Debt Bonds
Synthetic Turf Rehabilitation: \$290,000 Capital Levy

2026

ADA Improvements: \$875,000 Net Debt Bonds
General Building Improvements: \$607,000 Net Debt Bonds
Roofs: \$635,000 Net Debt Bonds
HVAC Systems: \$300,000 Net Debt Bonds
Park Lighting: \$250,000 Net Debt Bonds
Below-grade Infrastructure: \$50,000 Net Debt Bonds
Sidewalks and Pavement: \$500,000 Net Debt Bonds
Operations Centers: \$225,000 Net Debt Bonds
Neighborhood Park Amenities: \$972,000 Net Debt Bonds
Athletic Fields and Diamonds: \$200,000 Net Debt Bonds
Synthetic Turf Rehabilitation: \$265,000 Capital Levy

2027

ADA Improvements: \$800,000 Net Debt Bonds
General Building Improvements: \$507,000 Net Debt Bonds
Roofs: \$600,000 Net Debt Bonds
HVAC Systems: \$200,000 Net Debt Bonds
Park Lighting: \$200,000 Net Debt Bonds
Below-grade Infrastructure: \$50,000 Net Debt Bonds
Sidewalks and Pavement: \$500,000 Net Debt Bonds
Operations Centers: \$150,000 Net Debt Bonds
Neighborhood Park Amenities: \$758,000 Net Debt Bonds
Athletic Fields and Diamonds: \$200,000 Net Debt Bonds
Synthetic Turf Rehabilitation: \$220,000 Capital Levy

2028

ADA Improvements: \$800,000 Net Debt Bonds
General Building Improvements: \$507,000 Net Debt Bonds
Roofs: \$600,000 Net Debt Bonds
HVAC Systems: \$200,000 Net Debt Bonds
Park Lighting: \$200,000 Net Debt Bonds
Below-grade Infrastructure: \$50,000 Net Debt Bonds
Sidewalks and Pavement: \$500,000 Net Debt Bonds
Operations Centers: \$150,000 Net Debt Bonds
Neighborhood Park Amenities: \$758,000 Net Debt Bonds
Athletic Fields and Diamonds: \$200,000 Net Debt Bonds
Synthetic Turf Rehabilitation: \$200,000 Capital Levy

2029

ADA Improvements: \$800,000 Net Debt Bonds
General Building Improvements: \$500,000 Net Debt Bonds
Roofs: \$600,000 Net Debt Bonds
HVAC Systems: \$200,000 Net Debt Bonds
Park Lighting: \$200,000 Net Debt Bonds
Below-grade Infrastructure: \$50,000 Net Debt Bonds

Sidewalks and Pavement: \$500,000 Net Debt Bonds
Operations Centers: \$150,000 Net Debt Bonds
Neighborhood Park Amenities: \$765,000 Net Debt Bonds
Athletic Fields and Diamonds: \$200,000 Net Debt Bonds
Synthetic Turf Rehabilitation: \$200,000 Capital Levy

2030

MPRB has not yet adopted a 2030 CIP year. For the purposes of this request, MPRB is assuming similar finding levels by category as in 2029:

ADA Improvements: \$800,000 Net Debt Bonds
General Building Improvements: \$500,000 Net Debt Bonds
Roofs: \$600,000 Net Debt Bonds
HVAC Systems: \$200,000 Net Debt Bonds
Park Lighting: \$200,000 Net Debt Bonds
Below-grade Infrastructure: \$50,000 Net Debt Bonds
Sidewalks and Pavement: \$500,000 Net Debt Bonds
Operations Centers: \$150,000 Net Debt Bonds
Neighborhood Park Amenities: \$765,000 Net Debt Bonds
Athletic Fields and Diamonds: \$200,000 Net Debt Bonds
Synthetic Turf Rehabilitation: \$200,000 Capital Levy

FIR11 - Fire Station No. 11

Project Details:

Project Start Date: 2015

Estimated Project Completion Date: 2030

Ongoing Program: No

Current Phase: Planning

Level of Need: Critical

Department Priority: 2 of 2 for MFD

Submitting Agency: Finance & Property Services

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website: N/A

Prior year(s) funding amounts: \$2,795,000

Total project cost (all years): \$12,000,000

Project Location:

Address: 935 5th Avenue SE

City Sector: East

Neighborhood(s) Located: Marcy Holmes

Ward(s) Located: Ward 3

Description of Location: This Fire Station will get moved to the current East Yards Water Maintenance Facility Location

Project Description

This Project will plan, design, and construct a new Fire Station No. 11 at the City owned property at 935 5th Avenue South East.

Purpose and Justification

The current Fire Station No. 11 is located on a residential street at 229 6th St. S.E. The original station, built in 1925, is a two-story brick building including a finished basement, with two apparatus bays. The area of the station is approximately 16,500 square feet. The Fire Station serves the East Bank, Marcy Holmes, St. Anthony (East and West), Beltrami, Mid-City Industrial, and Como neighborhoods of Minneapolis. The original station provides living space (open dorm) to accommodate three rotating shifts of 24 firefighters, and 6 captains for a total of 30 occupants. The location and configuration of the current Fire Station No. 11 are no longer adequate to serve today's fire department operations. The building is functionally deficient and no longer meets the current building code, energy code, and ADA accessibility.

Long term strategic planning planned for the station to be relocated to a commercial corridor (to improve response times) vs. renovating and expanding at the current location. Increases (and changes) in staff size, the lack of privacy and gender issues as it relates to open sleeping areas have created a demand for private sleeping rooms.

Because of higher demand, due to shifts in property development and street access, the response times for Fire Station No. 11 have decreased in some of the neighborhoods that it serves. The Minneapolis Fire Department measures response times based on a percentage of first unit arrival within five (5) minutes. Response times below 70% indicate unacceptable levels of service. Due to the increased service demands

on Fire Station No. 11, a new facility and a better location will improve service and response times to these surrounding neighborhoods, including growing industrial areas to the east

The new station will be planned to accommodate three rotating shifts of 21 firefighters, 6 captains and 6 Fire Motor-Operators, for a total of 33 occupants (eleven staff per shift). This will result in a functional and efficient living space that will provide for all 33 firefighters. The building will be designed, constructed, and commissioned utilizing the City Sustainability standards

The new Fire Station No. 11 is planned to be located on the City-owned property located at 935 5th Avenue SE. This property is currently the site of the Public Works Water Distribution and Maintenance Facility which is to be relocated as part of the current Capital Improvement plan (WTR 18 Water Distribution Facility).

The new Fire Station No. 11 project will coordinate with City Public Works and Hennepin County Public Works groups for access onto East Hennepin Ave.

The project will meet the current and anticipated future needs of the Minneapolis Fire Department in this geographic portion of the City.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

FIR11							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$4,205,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$4,205,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$210,000	\$160,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$4,497,692	\$3,783,269
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$192,308	\$161,731
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$100,000	\$100,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$5,000,000	\$4,205,000

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This project is being proposed for a new MFD facility and has been proposed as a CBR since 2014¹⁵

If the project is an existing asset, what is the observed remaining life of the asset?

The existing Fire Station No. 11 building and site would be put up for re-development. With this project in the plan several maintenance items have been deferred

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The relocation of this Fire Station will facilitate better service to the communities of Northeast Minneapolis and provide an improved work environment for Minneapolis Fire Department staff.

What is the expected useful life of the project/improvement?

50 to 75 years for a new facility

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Project has been delayed waiting for the WTR18 to facilitate the East Years site becoming available for this project.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The Fire Station maintenance and operation will be funded like other City Fire Stations as an asset that the City will own.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The facility will be designed and constructed in accordance with the updated City of Minneapolis Sustainability Standards. All Minnesota Pollution Control requirement will be met during re-development and operation of the site.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

None at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other sources of funding have not been applied for at this time. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This project will partner with the City of Minneapolis Sustainability staff and local utility providers for sustainable facility opportunities, incentives, and rebates.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

During the project design process, we will look for opportunities for partner with the Public Art Program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

Staff from the Community Planning and Economic Development (CPED) department have been assigned to this project and will assist in the identification of appropriate re-use opportunities for the historic buildings on the proposed site as well as the redevelopment of the current Fire Station No. 11 for private use.

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes, multiple opportunities will be possible.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, details to be determined in coordinating with Public Works and Hennepin County.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No, Public Works and Hennepin County are looking into potential bike trail adjacent to the project site.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Newly constructed fire stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the firefighters. These systems are more energy efficient (approximately 30%), and also bring in more fresh air, exhaust harmful pollutants, and control temperature and humidity with more precision. The maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis. The Firefighters self-perform the cleaning of the station therefore there will not be any financial offset.

The end result is there will not be any operational savings with the new building. It is anticipated that the costs may actually be \$20,000 a year higher based on comparative stations.

What is the estimated annual operating cost increase or (decrease) for this project?

Approximately a \$20,000 annual increase.

Year that Operating Incr/(Decr) will take effect?

2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

\$20,000 Increase

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

MFD budget will need to be increased to account for slight increase in operating expense.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This new Fire Station is needed and has been waiting for the Water Department to relocate to the Hiawatha campus to free up the site.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design, bidding, demolition, and construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Availability of East Yards still has a timeline that is not defined so the project may be delayed.

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community.

All neighborhoods are safe, healthy, have access to adequate Fire Response services. Keeping neighborhoods safe is essential; the City must be maintained as a regional center of commerce and culture, a destination for visitors that promote the interaction with local businesses.

The new location will provide faster response times, especially to the growing industrial area to the east.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

New Fire Station will support housing and neighborhoods that are continuing to expand and grow in housing stock complexity. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget.

Environmental Justice

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Projects are designed with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project.

Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment & Transportation

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The design and construction of a new Fire Station will benefit the City residents through improved and equitable access to safety services provided.

Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health

The City Prioritizes positive youth development so that all children can grow healthy and safe.

The new Fire Station design would allow for improved parking and rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture

The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities:

The arts community in Minneapolis has a long tradition of grassroots arts activity and is nationally recognized for the dynamism and creativity of arts-related events in the city.

The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

University Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The University Community is 36.2% BIPOC.

White	29,647	61.6%
Of Color	17,394	36.2%
Black or African American alone	7,233	15.0%
American Indian and Alaskan Native alone	415	0.9%
Asian or Pacific Islander alone	5,922	12.3%
Other alone	297	0.6%
Two or more races alone	2,107	4.4%
Hispanic or Latino (of any race)	4,61	5.1%

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD as this project moves forward it will go through the planning approvals process

Describe the engagement and what have you learned?

n/a

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve the services provided to all City residents and businesses Fire Station No. 11, in particular does contain the Hazardous materials specialty group

Percentage MFD of	
Employees	
American	3.87%
Indian/Alaska Native	
Asian	4.73%
Black/African	
American	16.34%
Hispanic/Latino	5.81%

Native Hawaiian/Oth	0.22%
Pac Island	
Two or More Races	5.81%
White	63.23%

Additional Information

The current fire station at (229 Southeast 6th Street) has redevelopment potential and will be marketed for redevelopment by the Community Planning and Economic Development(CPED) department.

FIR15 - Fire Station Alerting Systems

Project Details:

Project Start Date: 2025

Estimated Project Completion Date: 2027

Ongoing Program: No

Current Phase: Planning

Level of Need: Critical

Department Priority: 1 of 2 for MFD

Submitting Agency: Finance & Property Services

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website: n/a

Prior year(s) funding amounts: \$0

Total project cost (all years): \$3,000,000

Project Location:

Address: All 19 Active Minneapolis Fire Stations

City Sector: All

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: This project will upgrade the alerting systems in all 19 fire stations throughout the City of Minneapolis.

Project Description

This Project will plan, purchase, and install new upgraded alerting systems in all fire stations throughout the City of Minneapolis.

Purpose and Justification

Purpose and Justification

The alerting system is the system that wakes up a fire station and notifies Fire Staff that they are being called to respond by dispatch. The current alerting system utilized by the Minneapolis Fire Department has been in service for over 2 decades and is outdated.

Modern alerting systems are readily available on the market that have the ability to improve emergency response times and service to residents and visitors to the City of Minneapolis by reducing response times. The current alerting system requires a 911 call taker to obtain the emergency information from a caller and enter it into the Computer Aided Dispatch (CAD) alerting system. The information is then transferred to the Fire Dispatcher. Once the information is received, the Fire Dispatcher is then tasked with alerting the responding station(s) and manually dispatching the responding apparatus by voice over the radio. Modern systems allow for the information to be electronically transferred directly to the responding apparatus once the 911 call taker enters the information into the CAD system. Firefighters are dispatched instantaneously via electronic voice and alerting systems, thus cutting out the Fire Dispatcher step and reducing response time.

These same systems also have the ability to improve firefighters' health and wellness by waking only the firefighters in a given fire station who are assigned to respond to an emergency. Additionally, studies on the modern alerting systems have shown these systems to have a positive effect on heart health. The systems

are designed to ramp up the light and sound slowly so as to reduce the systemic shock to the cardiac system caused every time a firefighter is more suddenly awakened by the system currently in use.

Finally, the modern alerting systems encompass visual information monitors which help to maintain situation awareness for firefighters who are not part of the response. A need that was identified in the Hilliard-Heintz Civil Unrest After Action Report.

Once funded, the plan for installation of the systems is to complete the Fire Stations in tiers.

Tier 1 of the installation plan is to install systems in Fire Station 1, Fire Station 6, Fire Station 14 and Fire Station 17.

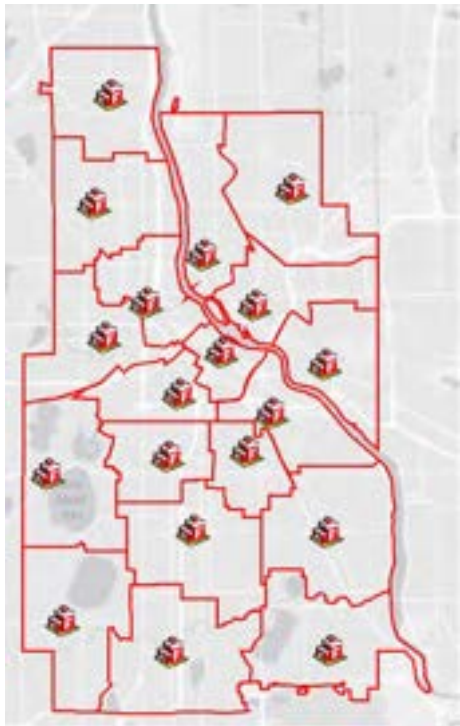
Tier 2 of the installation plan is to install systems in Fire Station 5, Fire Station 7, Fire Station 22 and Fire Station 27.

Tier 3 of the installation plan is to install systems in Fire Station 4, Fire Station 11, and Fire Station 2.

Tier 4 of the installation plan is to install systems in the remaining fire stations of Fire Station 12, Fire Station 15, Fire Station 16, Fire Station 19, Fire Station 20, Fire Station 21 and Fire Station 28.

The project will meet the current and anticipated future needs of the Minneapolis Fire Department

Project Visuals and Map



Project Funding and Cost Breakdown

FIR15							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0
REVENUES	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$400,000	\$100,000	\$100,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$411,539	\$861,538	\$861,538	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$38,461	\$38,462	\$38,462	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$150,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$0	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)/IT and Equipment

Is this request a new capital project or an existing project? New/ late addin 2023

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing alerting system is radio based, offers very little adjustability and is functionally obsolete. The new system will aid the Department in meeting compliance with NFPA 1710 response time parameters as well as improve outcomes in firefighter health and wellness according to numerous cardiac health and sleep quality health studies.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing station alerting system is functional but outdated

What is the expected useful life of the project/improvement?

20 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Project delays would likely result in increased maintenance costs. Delayed response times as compared to the new system can also be expected. Health and wellness costs ie. Cardiac health and sleep deprivation, are difficult to quantify.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This project is a one-time purchase. There are no additional non-City funding sources currently attached to this project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The system shall be compliant with the latest edition of the National Fire Protection Association (NFPA) Standard 1221 and 1710 as applicable. NFPA 1710 requires the first responding fire department apparatus to arrive at the scene within 5 minutes or less at least 90% of the time. Currently, according to data received from 911 dispatch's computer aided dispatch (CAD) system, the MFD first arriving apparatus arrives at the scene in 5 minutes or less 65% of the time. The overall average response time for the first arriving MFD apparatus on all calls (100%) according to the latest CAD data is 5 minutes and 23 seconds. The addition of this new technology, by virtue of removing the additional steps of transfer of the call to a Fire Dispatcher and dispatch of the run to the fire station by the Fire Dispatcher will eliminate 20 seconds from each response according to CAD data. 20 seconds does not sound like much but emergency responders work in seconds, not minutes or hours. Eliminating 20 seconds from the current overall average response time of 5:23 drops the overall average response time to 5:03. An average overall response time of 5:03 will allow the MFD to meet or exceed the NFPA 1710 standard of the first arriving apparatus arriving on scene in 5 minutes or less at least 90% of the time.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

None at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other sources of funding have not been applied for at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The project currently does not have any partners

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Maintenance costs will be included in the vendor contract. Therefore, we anticipate no addition or creation of new operating or maintenance costs. Updated system will likely cost the same amount annually to maintain as the existing system does today. The City will have to maintain two systems for a while we are implementing the upgraded system and all Fire Stations are not yet updated.

What is the estimated annual operating cost increase or (decrease) for this project?

\$0 Neutral impact

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Total cost of the project includes procurement, installation, and maintenance of the system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

IN/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design, bidding, procurement, installation. Project is scheduled to be completed over 3 years with the current Capital request.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

If funding is appropriated over 2 years, project can be completed on a shorter timeline.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community.

All neighborhoods are safe, healthy, have access to adequate Fire Response services. Keeping neighborhoods safe is essential; the City must be maintained as a regional center of commerce and culture, a destination for visitors that promote the interaction with local businesses.

The new system will provide faster response times and contribute to better health outcomes for employees.

Housing

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

New alerting system will provide for faster response times, allowing for better service in all Minneapolis neighborhoods.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services

The City prioritizes reliable and equitable access to high-quality public services.

The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget.

Built Environment & Transportation

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design

The design and construction of a new alerting system will benefit the City residents through a faster response time by reducing the time it takes to dispatch apparatus to the incident. Faster response times lead to improved and equitable access to safety services provided through better health and emergency mitigation outcomes.

Public Health

The City Prioritizes positive youth development so that all children can grow healthy and safe

The new alerting system would allow for more rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods in the City of Minneapolis

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

ISystem will be installed in all fire stations throughout the City of Minneapolis. Desired outcome will be neutral.

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve the working conditions for all MFD staff at all 19 Fire Station locations.

Percentage of MFD

Employees

American	3.87%
Indian/Alaska Native	
Asian	4.73%
Black/African	16.34%
American	
Hispanic/Latino	5.81%
Native Hawaiian/Oth	0.22%
Pac Island	
Two or More Races	5.81%
White	63.23%

Additional Information

The investment into a modern station alerting system will provide benefits to the City of Minneapolis both internally and externally.

Faster response times – The residents and inhabitants of the City of Minneapolis will receive better service and outcomes due to a reduction in response times. The new automatic station alerting systems allow incident dispatches to be delivered to responding rigs in less than 1 second. The current system takes at least 20 seconds to perform the same step. This reduction in response time will allow the Minneapolis Fire Department to meet the NFPA 1710 response time standard of arrival at the scene in 5 minutes or less at least 90% of the time.

Increased situational awareness – The Hilliard-Heintz after action report on the civil unrest of 2020 recommended that the MFD improve its systems to allow for an increase in situational awareness. Modern systems provide visual and auditory peripherals throughout the fire stations so that responders are better informed when they arrive on scene or when monitoring for awareness.

Health and Wellness – Ramping tones, lights and zoned alerting notify only the crews assigned to the incident and are less jarring than the bells and alarms used in our current alerting system. Studies have shown the constant and repetitive jarring awake of firefighters has a negative effect on cardiac health. Zoned alerting has been shown to have a positive effect on cardiac health through better quality sleep.

Reliability and Redundancy – Reliability is maximized in these new alerting systems through NFPA 1221 compliant redundant alerting pathways combined with manual alerting. This enables the system to still run effectively even during communication failures.

MPD05 - 4th Police Precinct

Project Details:

Project Start Date: 2027

Estimated Project Completion Date: 2030

Ongoing Program: NO

Current Phase: Planning

Level of Need: Significant

Department Priority: 2 of 2 MPD

Submitting Agency: Finance & Property Services

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$100,000

Total project cost (all years): \$18,500,000

Project Location:

Address: TBD

City Sector: North Side Area

Neighborhood(s) Located: Lind-Bohanon, Shingle Creek, Humboldt, Victory, Weber–Camden, Camden industrial, Cleveland, Folwell, McKinley, Jordan, Hawthorne, Near-North, Willard-Hay, Harrison, Bryn-Mahr, and Sumner - Glenwood

Ward(s) Located: Wards 4, 5, and 7

Description of Location: TBD Renovation vs new location

Project Description

This Project will plan, design, and construct a new Police Precinct No. 4 on property to be identified and acquired in the Northwest area of the City that it serves Accommodations will be required, either through lease or construction, for secure parking spaces.

Purpose and Justification

The current Precinct No. 4 is located at 1925 Plymouth Avenue North. The station built originally in 1988 is a two-story stucco building including a finished basement. The total area of the station is approximately 28,540 square feet. The Precinct serves the Northwest neighborhoods of Minneapolis. The neighborhoods that Precinct No. 4 serves have grown considerably in the past 5 years and are on track for continued growth.

The configuration of the current Precinct No. 4 is no longer adequate to serve today's police department operations. The building is functionally deficient and no longer meets the current building code, energy code and ADA accessibility.

Additional currently unmet needs include:

- Separate space so that Crime Prevention Specialists and Navigators have separate space from investigations
- Smaller meeting space near front entrance for smaller meetings or drop-in meeting needs if a community member does not want to meet in an interview room
- Mother's Room should be located near the locker room; more private space is needed.

Technology - A camera or digital room for viewing community safety camera footage

Roll Call Room – Larger space to accommodate additional staff, in addition to enough room for shift meetings/training.

Handicap Accessibility – Inside the precinct, it is not handicapped accessible as there are three floors without ramps or an elevator. Outside of the precinct, because of the high concrete bike lane in front of the precinct entrance, the elderly and those with mobility issues have a difficult time reaching the precinct's public entrance as they have to cross a busy street from the lot across the street

Locker Rooms – Enough lockers to accommodate a growing number of staff. Lockers that are large enough to fit equipment including electrical for charging city required equipment

Cot Room – Expand so there are multiple beds, perhaps two separate rooms so that staff would not have quite so many people sleeping in the same space

Community Room – large enough to accommodate the needs of the community

The current precinct is not very accessible for both MPD staff and the public, so a more central location that provides better access is desirable and will also improve response times. The facility should also be flexible to meet future staff and technology needs, as the future will undoubtedly bring many changes to the operation of the building from the way MPD operates now.

This project will meet the current and anticipated future needs of the Minneapolis Police Department in this geographic portion of the City. The new station and parking will be planned to accommodate multiple overlapping shifts of 129 officers plus future growth.

The building will be designed, constructed, and commissioned utilizing current City of Minneapolis Sustainability standards.

Location is yet to be determined but would ideally be more central to the area served.
Provide the purpose and justification for this project.

Project Visuals and Map



Project Funding and Cost Breakdown

MPD05							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$8,000,000	\$2,400,000
REVENUES	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$8,000,000	\$2,400,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$750,000	\$500,000	\$400,000	\$100,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$3,096,154	\$3,146,154	\$6,792,308	\$1,807,692
GOVER - General Overhead	\$0	\$0	\$0	\$153,846	\$153,846	\$307,692	\$92,308
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$200,000	\$500,000	\$400,000
EXPENSES	\$0	\$0	\$0	\$4,000,000	\$4,000,000	\$8,000,000	\$2,400,000

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? New

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

Possibly 10 – 20 years with another use or different program needs.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The building is functionally obsolescent and no longer meets the MPD space program needs It is in ok shape for a different future use.

What is the expected useful life of the project/improvement?

50 - 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD based on location and timeline.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This facility is and will continue to be a City owned and operated facility

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The City will look to design a facility to meet the best practices determined in the recent MDHR Settlement process.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

None identified at this time other than Community Safety center for the North Side of the City.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grants or other sources of funding have not been applied for at this time

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Property Services will work with Community Planning and Economic Development (CPED), and MPD to identify and analyze potential sites. This project will partner with the City of Minneapolis Sustainability group and local utility providers for sustainable facility opportunities, incentives, and rebates.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's Public Art program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

Staff from the Community Planning and Economic Development (CPED) department will assist in the identification of appropriate development opportunities for the existing Precinct Station No. 4 site for private use if a new facility location is chosen

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes (scope unknown at this time)

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD as the location is yet to be determined

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Location is yet to be determined.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Location yet to be determined; but yes, new location could provide for multiple means of ingress to enhance safety and response time.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

TBD, likely stay similar or slightly increase with the increased square footage

What is the estimated annual operating cost increase or (decrease) for this project?

Slight increase

Year that Operating Incr/(Decr) will take effect?

2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Newly constructed police stations have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the officers, staff, and the citizens served.

Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned daily. Property Services will continue to perform the cleaning of the station therefore there will not be any financial offset.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

IThis facility will be a City owned and operated facility as with the other existing Community Safety and MPD Facilities.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No bonds have been spent or sold at this time.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

A site will be identified, vetted and acquired (if needed) by the City within two-three years. In cooperation with the planned development project at the existing site, a new police precinct station will be designed and built within the following two years, at which time the existing precinct station will be ceded to CPED for redevelopment

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Cost estimates are not based on an actual design. The City will hire an outside consultant who has constructed several police stations in recent years and will utilize their market data to update project estimates.

The project does not include any cost for acquiring property, as a location has not yet been identified and it is unknown at this time. Projects of this type are typically completed over a two - three-year period with planning and design completed in the first year and construction in the second year

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:

Collaborative and community-inclusive strategies to ensure safety for all members of our community. All neighborhoods are safe, healthy, have access to Police services, and uniquely inviting. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture; a destination for visitors that promote the interaction with local businesses.

Public Services:

The City prioritizes reliable and equitable access to high-quality public services.

The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure, and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The design and construction of a new Police Station will benefit the City residents through improved and equitable access to safety services provided.

Transportation is vital to the city's social, economic, and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Community and Camden Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Near North community is 77.1% BIPOC		
White	7,274	20.2%
Of Color	27,689	77.1%
Black or African American alone	17,761	49.4%
American Indian and Alaskan Native alone	640	1.8%
Asian or Pacific Islander alone	4,054	11.3%
Other alone	suppressed	
Two or more races alone	2,282	6.4%
Hispanic or Latino (of any race)	,823	10.6%

The Camden Community is 61.1% BIPOC		
White	11,935	36.6%
Of Color	19,902	61.1%
Black or African American alone	10,281	31.6%
American Indian and Alaskan Native alone	373	1.1%
Asian or Pacific Islander alone	4,408	13.5%
Other alone	suppressed	
Two or more races alone	1,756	5.4%
Hispanic or Latino (of any race)	,679	11.3%

What data is available or missing? How can you obtain additional data?

Include details here. Be specific!

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

Nothing has started at this time.

Analysis

How does the outcome for this project help the city achieve racial equity?

To be determined as this project will help to better serve the community and provide a better working environment for MPD and CS staff

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

MPD07 - Police Facilities Improvements

Project Details:

Project Start Date: 2025

Estimated Project Completion Date: 2027

Ongoing Program: Yes

Current Phase: Planning

Level of Need: Critical

Department Priority: 1 of 2 MPD

Submitting Agency: Finance & Property Services

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): \$7,500,000

Project Location:

Address: Multiple Facilities

City Sector: All

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Multiple facilities across the City

Project Description

This project involves improvement of 7+ City of Minneapolis owned and operated Police facilities. These improvements are based on needs identified in late 2023 and early 2024 from multiple reports, assessments, and audits related to training, facilities, equipment, and support.

Purpose and Justification

In March of 2023 the City of Minneapolis approved the terms of a court ordered settlement agreement. As part of this settlement agreement process several studies have been conducted and reports have been produced related to multiple parts of the MPD operations. Major areas of consideration in the reports and studies included; training, facilities, equipment and employee support. These studies have been completed in late 2023 and early 2024 and identify several facility improvements based on improved best practices and facility improvement for a better and safer work environment for employees and visiting members of the public to MPD facilities. Some of the studies also address unmet needs for the MPD.

A project scope and plan are being developed in early 2024 that will include project scope priorities timeline and a more detailed budget. For the City to follow the settlement agreement the City of Minneapolis will need to plan for and make necessary changes and improvements. The next steps in the process will be working with the recently selected independent evaluator and further developing a plan to address needs identified by the multiple studies conducted. Once the consultant team has been assembled the City of Minneapolis will have to create an evaluation plan. That process will involve a lot of information gathering, data assessment, and community and officer engagement.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

MPD07							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$3,000,000	\$2,500,000	\$2,000,000	\$0	\$0	\$0
REVENUES	\$0	\$3,000,000	\$2,500,000	\$2,000,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$250,000	\$200,000	\$150,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$2,634,615	\$2,203,846	\$1,773,077	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$115,385	\$96,154	\$76,923	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$3,000,000	\$2,500,000	\$2,000,000	\$0	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities) and Equipment

Is this request a new capital project or an existing project? New.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing life of assets varies depending on facility and this project focuses on replacing items that are inadequate, not accommodated for or already obsolete.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Facility assessments were completed in late 2023 and early 2024 and the results will be compiled to determine priorities for facilities improvements. These improvements will be based upon industry best practices and standardizing elements of facilities.

What is the expected useful life of the project/improvement?

In most cases these projects are tied to the life cycles of equipment and scheduled replacement year. Approximately 10 – 15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The cost is more accurately calculated in terms of unmet programmatic needs or necessary improvements so it is difficult to put a dollar amount to that end.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The facility improvements will be an improvement to properties that the City of Minneapolis owns and operates.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The City will need to make improvements to comply with the MDHS settlement agreement

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2 due to settlement agreement compliance

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

None at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

TBD

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The City is partnering with the Minnesota Department of Human Rights on this project to ensure compliance with the settlement agreement. This project will partner with the City of Minneapolis Sustainability group and local utility providers for sustainable facility opportunities, incentives, and rebates as applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not applicable at this time.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

These facility improvements will impact working conditions and effect the overall operating cost

What is the estimated annual operating cost increase or (decrease) for this project?

Modernizing operating equipment will lead to more efficient operations.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

TBD based on the scope of the improvement projects.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

TBD based on facility improvement scope .

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

To be determined as this project gains further definition.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Develop an action plan with the recently selected independent evaluator, prioritize scopes and then design, bid and build facility improvement projects.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Allocated funding will be utilized to fill the highest need projects for the year based on the assessment and settlement agreement. Adjustment in funding will change the amount and scope of facility improvement made in any given year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This Project will affect all Minneapolis Communities. This project will make improvements at all MPD facilities and improved workplace conditions for all City Employees and visitors

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

In August and September of 2023, the City held sessions to gather feedback on policy changes Our aim was to have a dialogue with the diverse communities we serve

The City of Minneapolis held nine community engagement sessions and five culturally-specific sessions. DeYoung Consulting were the facilitators and notetakers for these sessions. They encouraged conversations and documented community thoughts and opinions

The City also held officer engagement sessions throughout MPD. They were led by Implementation Unit staff. The staff collected sworn thoughts and opinions.

Describe the engagement and what have you learned?

This comprehensive examination of the community feedback sessions underscores the critical need and resounding call from community members for improving law enforcement within Minneapolis The profound messages and powerful stories from members paint a vivid picture of lived experiences of individuals' interactions with the Department, which can serve as a catalyst to improve. These pieces of feedback will allow the Department to craft policy that is both effective and responsive to the community needs

However, it doesn't end there. The community is demanding heightened accountability of officers, which is a fundamental building block in earning the community's trust. The Department must provide multiple avenues for accountability and provide that information to community members in full transparency Officer training will be a critical investment, not something that can be ignored, toward fostering a more empathetic and culturally sensitive approach within the Minneapolis Police Department.

Equally crucial is finding ways to bridge the divide between officers and the individuals they serve through increased engagement. Forging and constantly cultivating these relationships is a mandate from the community, and one that can provide an opportunity to not only enhance trust but improve community safety Equally important is the communication of actions taken by the Department and the status of public safety in

Minneapolis so the community can be educated on the resources available and progress made during this process.

The insights gleaned from these sessions will not merely be catalogued and placed on the shelf but will be a compass guiding the Department toward a future where collaboration, understanding, and collective action will form a bedrock of a safer, more equitable Minneapolis. As the Department continues to improve, we continue to ask for your support, patience, and trust as we navigate this together.

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve facility conditions at all MPD Facilities to include enhanced work environments for employees and service approachability for the visiting public.

Additional Information

While each of our OCS facilities are as unique as the communities they are located in, it is necessary to take steps for standardization. Establishing common elements will ensure workplace needs are met for staff along with similar expectations for the visiting public. Making facility improvements that implement best practices and standards will result in better common experiences for staff across the OCS facility portfolio. This increases operational efficiencies and effectiveness.

PSD15 - Traffic Maintenance Facility Improvement

Project Details:

Project Start Date: 2025

Estimated Project Completion Date: 2027

Ongoing Program: N

Current Phase: Planning

Level of Need: Desirable

Department Priority: Ex. x of 10

Submitting Agency: Finance & Property Services

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website: n/a

Prior year(s) funding amounts: \$0

Total project cost (all years): \$4,200,000

Project Location:

Address: 300 Border Ave

City Sector: Qowntown

Neighborhood(s) Located: North Loop

Ward(s) Located: Ward 5

Description of Location:

East of the Minneapolis Farmers Market, along Border Avenue

Project Description

The scope of the project is a phased renovation envisioned to replace the heating ventilation, air conditioning (HVAC), ceilings and lighting, electrical distribution, life-safety systems, roofing, code and ADA deficiencies for the building. Phase 1 of the project was completed in 2015.

Purpose and Justification

The Traffic Maintenance facility is home to the Public Works Traffic Management and Maintenance staff, who are responsible for the daily maintenance of street and signal lighting traffic markings and signage, and overall traffic management strategies. The facility houses the multi-million-dollar traffic management system. The Traffic Maintenance facility is approximately 63,700 square feet on two levels. Of the total square footage approximately 20,000 is for vehicular storage, 22,000 is shop/repair, 11,000 is parts storage/inventory and the remainder is office and meeting space. The Traffic Maintenance facility was built in two phases, the original in 1961 and the North addition in 1970.

The majority of the building systems are original to the construction of the building and have far exceeded their intended life. The systems are not energy efficient and are basically obsolete, as repair and replacement parts are difficult to acquire.

Project Visuals and Map



Project Funding and Cost Breakdown

PSD15							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$200,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
REVENUES	\$0	\$200,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$100,000	\$75,000	\$50,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$92,308	\$1,798,077	\$1,848,077	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$7,692	\$76,923	\$76,923	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$50,000	\$25,000	\$0	\$0	\$0
EXPENSES	\$0	\$200,000	\$2,000,000	\$2,000,000	\$0	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This project is phase II and phase I was completed in 2015

If the project is an existing asset, what is the observed remaining life of the asset?

Approximately 20 years or more.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The original building was constructed in 1961 and the North addition in 1970 The original systems are at or beyond their expected life.

What is the expected useful life of the project/improvement?

30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

There may be additional repair costs to existing equipment.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The Traffic Maintenance Facility is a City owned and operated facility

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Current building code

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Grants or other non-City funding has not been secured for this project. This project will qualify for rebates from Xcel and CenterPoint Energy.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Facility improvements to mechanical and electrical systems will likely be eligible for utility rebates and those rebates will be pursued during the design and construction phases of the project

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

None

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This project will be adjacent to the Royalston LRT station but does not involve any exterior improvements, only interior and life safety improvements.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A as this is an existign facility and site.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Reduce operating costs.

What is the estimated annual operating cost increase or (decrease) for this project?

See description below.

Year that Operating Incr/(Decr) will take effect?

2027 after renovation is completed.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Renovated buildings have more complex mechanical, electrical, and life-safety systems than those that were original to the building. The advantage is that the systems provide for a healthier and safer environment for the City staff. The systems are more energy efficient (approximately 30%) and also bring more fresh air, exhaust harmful pollutants, and control temperature and humidity with more precision. Having the maintenance savings (fewer break-down repairs) of having new systems is offset by having more systems to maintain. The larger savings is the cost avoidance of complete system failure that would require relocation of staff until the problem is resolved.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Annual operating budget will be adjusted accordingly

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

The intended life of a renovated facility should be at least 25-30 years with a small incremental capital investment starting at approximately the 10th year of operations.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No current funding, no bonds have been sold.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Phase I was completed in early 2015. Phase II design and construction is proposed for 2025 with final completion planned for spring of 2027.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Project is scalable but is planned to be completed in one final phase.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:

Collaborative and community-inclusive strategies to ensure safety for all members of our community. All neighborhoods are safe, healthy, have access to safety services as necessary. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture a destination for visitors that promote the interaction with local businesses.

Housing:

The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing:

Project will support housing and neighborhoods throughout the City that require services provided. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities.

Economic Development:

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Current City operations provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located.

Public Services:

The City prioritizes reliable and equitable access to high-quality public services.

The City's Infrastructure is managed and improved for current and future needs. City operations are efficient, effective, results-driven, and customer-focused. This project helps to ensure the safety, security, reliability, and preservation of a key government, neighborhood, and citizen asset.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy.

Built Environment and Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The design and construction (remodel) will benefit the City residents through improved and equitable access to services provided. Transportation is vital to the city's social, economic, and environmental health.

The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning, flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City prioritizes positive youth development so that all children can grow healthy and safe.

Through thoughtful design and construction, positive and safe service, which are the current goal, will be enhanced. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Central community is 31.9% BIPOC.

White	24,656	65.0%
Of Color	12,115	31.9%
Black or African American alone	5,887	15.5%
American Indian and Alaskan Native alone	409	1.1%
Asian or Pacific Islander alone	2,582	6.8%
Other alone	suppressed	
Two or more races alone	1,436	3.8%
Hispanic or Latino (of any race)	645	7.0%

What data is available or missing? How can you obtain additional data?

Include details here. Be specific!

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve working conditions for all Public Works staff working at the 300 Border Facility

Additional Information

Phase 1 investment could not wait due to major systems failure
Investment in this facility was deferred for more than a decade due to the potential for other largescale sports facilities being studied (Target Field and US Bank Stadium). There may be redevelopment potential in this area related to LRT development ultimately, this location and site may not be the long-term home for this City operation. If it is determined that the facility will remain at its current location, the final phase of the Project will be contingent upon the future land use of the neighboring properties Cost Estimates may also

increase for Phase 2 due to escalation and the potential for exterior and site improvements that will be compatible with new Development

PSD16 - Farmers Market Improvements

Project Details:

Project Start Date: 2024

Estimated Project Completion Date: 2026

Ongoing Program: No

Current Phase: Planning

Level of Need: Desirable

Department Priority: Ex. 1 of 10

Submitting Agency: Finance & Property Services

Contact Person: Kyle Erickson

Contact Phone Number: 612-673-3387

Contact Email: kyle.erickson@minneapolismn.gov

Website: n/a

Prior year(s) funding amounts: \$950,000

Total project cost (all years): \$5,100,000

Project Location:

Address: 300 Lakeside Avenue

City Sector: Downtown

Neighborhood(s) Located: North Loop

Ward(s) Located: Ward 5

Description of Location: Minneapolis Farmer Market

Project Description

The project will make capital improvements to the market site to improve flow, function and safe operation of the site, address ADA deficiencies, upgrade restrooms, and increase the number of vendor stalls available to promote Homegrown Minneapolis participation. The project also envisions expanding the market to provide for a year-round indoor market and to connect the market to future redevelopment of the neighborhood and to the new light rail station on Royalston Avenue. The proposed improvements would look to partner with a solar installation.

Purpose and Justification

The Minneapolis Farmer's Market is an important local and regional asset. The Market is nationally recognized and is often rated amongst the top ten markets in the country. The market, with the exception of replacing the shed roofs and painting, has remained in its basic form for its 75 years of existence. The current structure was constructed for a wholesale activity versus the retail format that exists today.

With the likely redevelopment of the neighborhood, updating and expanding to indoor, year-round improvements will need to be part of that overall redevelopment plan in order to be designed and implemented in a proactive vs reactive manner.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD16							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$850,000	\$0	\$0	\$0	\$0	\$0	\$0
372001 - Contribut & Donations Private	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$4,150,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$850,000	\$4,150,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$100,000	\$350,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$716,000	\$3,640,384	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$34,000	\$159,616	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$850,000	\$4,150,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Approximately 5-10 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The facility is dated and in need of modern facilities that include ADA compliance, updated restrooms, additional power, and food storage/ refrigeration.

What is the expected useful life of the project/improvement?

20-50 years depending upon project scope.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

City owned and operated facility in partnership with the Minneapolis Farmers Market. The Minneapolis Farmers Market is responsible for the operating costs.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

TBD, partnering with the farmer market vendors

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Congressional Federal Funding has been secured for the Sustainable Modernization Project in the amount of \$850,000.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Grant funding has been secured for this project. Several previous grants and private sources of revenue have supported the operation of the market but not capital improvements. The Central Minnesota Vegetable Growers Association and other key partners will need to develop a financing and sustainable business plan in order for this project to proceed. The proposed improvements would look to partner with a solar installation.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Central Minnesota Vegetable Growers Association (Business Process Improvement) (design review and input)

Homegrown Minneapolis (locally grown and processed foods)

Hennepin County (Electronic Benefits Transfer program)

The City of Minneapolis Sustainability group and local utility providers for sustainable facility opportunities, incentives and rebates.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

As the project design further develops, there may be an opportunity to explore options for public art.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

This project is viewed to be completed in partnership with redevelopment in this portion of the City. Timing of the redevelopment will likely continue to be in parallel with the Southwest Light Rail construction and the Royalston Station.

Does the project support redevelopment opportunity that without the project would be infeasible?

No, but this project supports and enhances redevelopment.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the location is close in proximity to the Royalston LRT Station.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, enhanced sidewalks and ADA access improvements along Border Avenue (as part of the Southwest Light Rail Project). Some work in the right-of-way is likely in 2024 and will be partnered with the street construction.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Likely increase operating cost.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD based on final scope and design.

Year that Operating Incr/(Decr) will take effect?

2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

It is anticipated that any increase in operating costs will be funded through rental fees paid by the growers.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The intent of this project is to develop partnerships that will provide up-front financing that will reduce the burden of debt and operating costs. Vendors will lease spaces and pay rents to offset the new operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

The intended life of a new facility should be at least 25 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Current efforts are focused on bringing in upgraded electric, water, sewer and data infrastructure to the existing open air market to provide for immediate regulatory requirements and to provide for the utility needs for the future restroom and multipurpose facility on that block. The project would be looking to start design in 2024 utilizing the grant funds with construction to follow in late 2024 or early 2025.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The project would go into design, bidding the design, then construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Ideally design will start in 2024 with the grant funding. The construction start date is dependent on full project funding.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - Collaborative and community-inclusive strategies to ensure safety for all members of our community:

All neighborhoods are safe, healthy, have access to fresh and nutritious foods. In addition to keeping neighborhoods safe, it is essential that the City be maintained as a regional center of commerce and culture a destination for visitors that promote the interaction with local businesses

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

The Farmers Market supports equitable access to safe, fresh and nutritious foods, which in turn support equitable housing options. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Current operations are inadequate to provide services to a successful and growing market for fresh foods. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. F&PS supports and recognizes that a healthy, sustainable economy depends on supporting its businesses, the people employed by those businesses, and the places in which businesses are located

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

The City provides adequate and equitable services to all neighborhoods in the City Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS

follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. The Farmers Market is a perfect example of the City's goal towards environmental justice. Bringing nutritious foods directly to the neighborhoods that may not have access to such produce is a practice of sustainability

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

The design and construction of a new restrooms, upgraded electrical service, and ADA compliant curb cuts will benefit the City residents through improved and equitable access to services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality, and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Improving facilities and adding desired amenities can increase health and quality of life for neighborhood residents of every age, ability level, economic status, race, ethnicity, and national origin. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

The arts community in Minneapolis has a long tradition of grassroots arts activity and is nationally recognized for the dynamism and creativity of arts-related events in the city. The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

This community is 31.9% BIPOC

White	24,656	65.0%
Of Color	12,115	31.9%
Black or African American alone	5,887	15.5%
American Indian and Alaskan Native alone	409	1.1%
Asian or Pacific Islander alone	2,582	6.8%
Other alone	suppressed	
Two or more races alone	1,436	3.8%
Hispanic or Latino (of any race)	,645	7.0%

What data is available or missing? How can you obtain additional data?

Data has been provided with information on the residents, households, and workforce that make up Central Community. This allows us to understand who makes up the community as well as the quality of life.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This improvement would benefit all vendors and visitors to the farmers market.

Additional Information

With resident population growing in the Downtown and North Loop neighborhoods, the customer base is strong. Also, with the Southwest light rail transit line and transit station, to be located in the area, access to a larger population within the City and region is envisioned. The redevelopment envisioned for the properties adjacent to the market will make the economic potential for an extended (or year-round) market more viable.

PSD20 - City Hall Restack

Project Details:

Project Start Date: 2018

Estimated Project Completion Date: 2026

Ongoing Program: No

Current Phase: Construction

Level of Need: Critical

Department Priority: 1 of 8

Submitting Agency: Finance & Property Services

Contact Person: Barbara O'Brien/Raymond Dehn

Contact Phone Number: 612-673-3787

Contact Email: barbara.obrien@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$140,672,000

Total project cost (all years): \$145,572,000

Project Location:

Address: 350 South 5th Street

City Sector: Downtown

Neighborhood(s) Located: Downtown West

Ward(s) Located: Ward 7

Description of Location: City Hall Building

Project Description

This project will include renovation of the City offices located in City Hall to accommodate departments that will be moving into City Hall from leased and owned buildings dispersed across downtown

Purpose and Justification

The purpose is to strategically co-locate City employees in order to offer the highest quality of service to the public, reduce the overall City real estate footprint, and provide effective space for the diverse needs of employees. City Hall has served residents and businesses for over 100 years and needs to be updated to function well for the next century. City-owned buildings (City of Lakes and Public Service Center) were built in the 1950s and do not meet basic functionality or density requirements for a downtown workspace. Other leased office space is scattered around downtown. Businesses and residents looking for City services often need to visit several locations to meet with staff from various departments. This is neither a welcoming nor efficient environment.

City Hall renovations are needed to accommodate departments and parts of departments moving from leased/owned buildings downtown into City Hall. The largest of groups of employees moving into City Hall are Human Resources, Assessor's Office, and Neighborhood and Community Relations. Space in City Hall will be renovated to similar standards of the more collaborative design of the new Public Services Building. Parts of departments currently within City Hall will be relocated to other parts of City Hall to enhance strategic adjacencies. For example, payroll is expected to move closer to Finance and the Chief Operations Officer and Public Service Department will have a more cohesive space to better serve the enterprise.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD20							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391001 - Bonds Issued	\$12,300,000	\$3,900,000	\$1,000,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391004 - Other Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395000 - Use Of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395600 - Parking Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$12,300,000	\$3,900,000	\$1,000,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$1,100,000	\$415,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$7,178,923	\$2,113,000	\$961,538	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$473,077	\$150,000	\$38,462	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$3,548,000	\$1,222,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$12,300,000	\$3,900,000	\$1,000,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

50 year plus

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The MBC is charged with the Care and Control of the City Hall Building

What is the expected useful life of the project/improvement?

20 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

In Process/ N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City and Hennepin County both pay operating cost of City Hall

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Updating of Electrical and HVAC systems that have reached or exceeded their current useful life.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No grants have been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

No new outside project partners. The City and County collaborate on a number of initiatives such as the Youth Coordinating Board, Juvenile Supervision Center and the Municipal Building Commission.

These collaborations will be enhanced by new and renovated facilities.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

The budget includes \$280,000 for public art projects in the public spaces of the City Hall Building renovation.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

The City will be selling two buildings, the old Public Service Center and the City of Lakes buildings. The redevelopment of these parcels are expected to result in more than \$200,000,000 of new market value to the City

Does the project support redevelopment opportunity that without the project would be infeasible?

The City buildings that will no longer be utilized and are to be sold are a much lower density than the buildings that are expected to be built in their place. In addition to increased tax revenues, the redevelopment of the City buildings will better utilize downtown infrastructure.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The City Hall is adjacent to the Government Center Plaza LRT station, buss lane and bikeways.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Nothing further will be built at this time.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No further exterior construction as part of the remaining project scope.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The City Hall Portion of the project should maintain existing cost.

What is the estimated annual operating cost increase or (decrease) for this project?

\$0

Year that Operating Incr/(Decr) will take effect?

Ongoing

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

N/A for remaining City Hall renovation (separate Life Safety projects improve occupant conditions and utility efficiencies).

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The operating costs of the City Hall renovation will be less than leasing and operating costs of the existing City workplaces in the public and private buildings.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The City Hall renovations' first phase is complete, concurrent with MBC's Life Safety 18 and 19 projects, with phases 1&2 nearing completion of construction and 3 in the design stage.

The first phase relocates HR and the Assessor from the Public Service Center and City of Lakes buildings to free them up for development

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The City Hall renovations started construction in early 2021 and be completed within three to four years, depending upon the ability of the MBC to complete its portion of the life/safety improvements for some of the space to be renovated.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

None: this work is needed to update City Hall work environments and to bring the City Hall office space to a similar condition as the new Public Office Building. Ultimately it free up the Public Service Center/City of Lakes block for development. work is needed to free up the Public Service Center/City of Lakes block for development.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design.

This new building and the reorganization of City Hall will reduce confusion among residents and visitors seeking to use City services related to permits, licenses, financing, and public safety.

Public Safety:

Collaborative and community-inclusive strategies to ensure safety for all members of our community. City Hall renovations will improve working conditions for staff and access for the public.

Public Services:

The City prioritizes reliable and equitable access to high-quality public services.

The new building and City Hall renovation will reduce confusion among residents and visitors seeking to use City services related to permits, licenses, financing, and public safety.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

The budget includes \$2 million for public art projects in the public spaces of all floors of the new building and renovation in City Hall.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Central Community is 31.9% BIPOC.

White	24,656	65.0%
Of Color	12,115	31.9%
Black or African American alone	5,887	15.5%
American Indian and Alaskan Native alone	409	1.1%
Asian or Pacific Islander alone	2,582	6.8%
Other alone	suppressed	
Two or more races alone	1,436	3.8%
Hispanic or Latino (of any race)		

What data is available or missing? How can you obtain additional data?

Data has been provided with information on the residents, households, and workforce that make up Central Community. This allows us to understand who makes up the community as well as the quality of life.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A This project is being pursued for better working environments and better experience for visitors and guest to City Hall.

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

PSD21 - Public Works Training & Recruitment Center

Project Details:

Project Start Date: 2021

Estimated Project Completion Date: 2028

Ongoing Program: No

Current Phase: Planning

Level of Need: Desirable

Department Priority: 7 of 8

Submitting Agency: Finance & Property Services

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website: n/a

Prior year(s) funding amounts: \$2,456,000

Total project cost (all years): \$8,728,000

Project Location:

Address: TBD

City Sector: Southwest

Neighborhood(s) Located: Phillips, Seward

Ward(s) Located: Ward 9

Description of Location: The facility was to be located on the Southwest corner of Hiawatha Maintenance Facility Campus was the planned site but that has been put on hold as of October 2021

Project Description

This project proposes the design and construction of a Training and Recruitment center for the Public Works Field Operations trades groups.

Purpose and Justification

In December 2019, the Hiawatha Maintenance Facility Campus Expansion Master Plan was approved by Council, with Staff Direction to include a new Training and Recruitment Center. The new Training and Recruitment Center will be programmed and developed with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services. This new center will better facilitate and encourage local neighborhood hiring as well as provide space for local business incubators. Classrooms, pre-function, and lobby space will be made available for a variety community uses. This project has been put on hold due to uncertainty of an available site.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD21							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$3,345,066	\$0	\$0
391003 - Enterprise Bonds Issued	\$0	\$0	\$0	\$0	\$2,926,934	\$0	\$0
391004 - Other Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391005 - Special Assessment Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395000 - Use Of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395600 - Parking Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$6,272,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$6,272,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$6,272,000	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

This facility would be a new facility/asset that the City does not currently have.

If the project is an existing asset, what is the observed remaining life of the asset?

N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

N/A

What is the expected useful life of the project/improvement?

50 - 75 Years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

N/A

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

To be determined

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

TBD

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

N/A

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No grants have been applied for at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The proposed new Training and Recruitment Center will be programmed and developed with the assistance of local building trade labor unions, the Coordinator's Division of Sustainability, neighborhood organizations, CPED, Public Works and Property Services.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

This project would look to partner with the City Public Art program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

The Training and Recruitment Center should help with additional living wage jobs for residents of Minneapolis.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD as a site is not yet known

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Opportunities will be explored further once a site is selected as an ideal site would have access to transit options.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

TBD, likely increase

What is the estimated annual operating cost increase or (decrease) for this project?

Increase, TBD Based on Design

Year that Operating Incr/(Decr) will take effect?

2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

TBD based on future design.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Operating costs will be paid through cooperative agreements between local Labor Unions, Public Works and local neighborhood organizations, yet to be negotiated.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Concept design had begun but was postponed and site selection is now in consideration, construction would hopefully start in late 2027 and be completed in 2028.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Design had started for a site at the Hiawatha Public Works facility but had been postponed in 2021. No site selection is under consideration.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Concept design, site selection, final design, bid, construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The project funding need will vary depending on final location and scope.

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Economic Development

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The facility will be designed and built in accordance with current City of Minneapolis Sustainability Policy and standards. The Facility will also be designed to accommodate solar collectors on the roof.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Phillips Community / TBD location

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

This Phillips community is 70.7% BIPOC

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This facility would provide improved training for current and future Public Works employees.

General city employee information:

Percentage of Employees	
American Indian/Alaska Native	
Asian	1.70%
Black/African American	5.88%
Hispanic/Latino	17.75%
Native Hawaiian/Oth Pac Island	5.46%
Two or More Races	0.05%
White	3.97%
	65.20%

Additional Information

Project site location and scope are still to be confirmed as direction on this portion of the project has changed over the past 18 – 24 months.

PSD22 - Reg Services MACC

Project Details:

Project Start Date: 2022
Estimated Project Completion Date: 2027
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 5 of 8
Submitting Agency: Finance & Property Services
Contact Person: Kyle Erickson
Contact Phone Number: 612-673-3387
Contact Email: kyle.erickson@minneapolismn.gov
Website: n/a
Prior year(s) funding amounts: \$300,000
Total project cost (all years): \$4,300,000

Project Location:

Address: 212 17th Avenue North
City Sector: North
Neighborhood(s) Located: All
Ward(s) Located: Ward 5
Description of Location: Existing Animal Care and Control Facility

Project Description

This project would consist of renovating the existing Minneapolis Animal Care and Control Facility to address current deficiencies along with adding a secondary location to meet the unmet programmatic needs.

Purpose and Justification

The Minneapolis Animal Care and Control facility (MACC), is an open admission full-service shelter for stray dogs, cats, and other more exotic animals. The shelter was built in 2003 and has 21,100 ft.².

Since the facility's opening in 2003, MACC's work has expanded, and current needs have outgrown the space. Small revisions have been made to provide better accessibility and accommodate additional staff and services. Many needs of current activities are unmet in the current space including quarantine areas, sterile surgery space, investigative office space, storage, conference and meeting rooms, air circulation and HVAC, storage for exotic animals, security for staff, office space for animal control officers, adequate outdoor play areas, separate spaces for animals being picked up, surrendered and adopted - separate from counter space for people paying fines and purchasing license and permits.

The space has not kept up with MACC's expanding work. Staff and customer safety is an issue in the current shelter. The space does not allow for front desk security and staff are unable to restrict movement in the shelter. There are often dangerous animals coming in and going out of the small lobby while animal adoptions or surrenders are occurring. The space lacks office space for investigations.

The MACC shelter built in 2003 does not suit the needs of MACC today, including staff veterinarians performing surgeries and numerous medical procedures. Additionally, the investigations team works with

MPD to prosecute animal crimes. Their partnerships with volunteers and the public enable them to broaden their reach, and the demand for kenneling in both the number and species of animals has multiplied. MACC is seen as a regional resource and regularly called on to help in hoarding and investigations. The mandates of the animal shelter have changed since 2003. 2016 mandates demand MACC treat all animals medically, behaviorally, and mentally and to find appropriate placement for all treatable animals. The average time in shelter has more than tripled since 2003 and may increase even further as lifesaving efforts continue. The current capacity does not meet the needs and demands of the community.

Operational improvements and solutions continue to be studied and implemented but the facility is running out of options. The \$50,000 in funding for 2022 has led to a master planning study and an in-depth assessment that identified the deficiencies and outlined three potential options for a path forward since the site footprint is at its maximum.

The three identified options include: (1) Remodel the existing facility and a multistory addition to the existing building. (2) Remodel the existing facility and plan for an additional second facility at another location. (3) New facility to house all functions.

Option 2 is the preferred option to pursue and move forward with. The extent of the remodel at the existing facility is unknown as a more in-depth study will need to be done to determine how the facility function and programs are divided. There will likely be a separation of functions so public and non-public spaces can be placed to better serve the animals and community. For example, adoptions would be separate from clinical care.

The facility function and programs are also dependent on where the future site is located, the purchase price, and what the opportunities and limitations are. Other points to consider about a future location are the zoning requirements for an animal care facility and appropriate square footage for current and future needs.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD22							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$250,000	\$2,150,000	\$1,500,000	\$500,000	\$0	\$0	\$0
REVENUES	\$250,000	\$2,150,000	\$1,500,000	\$500,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$240,385	\$150,000	\$100,000	\$25,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$1,923,077	\$1,142,308	\$405,769	\$0	\$0	\$0
GOVER - General Overhead	\$9,615	\$76,923	\$57,692	\$19,231	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$200,000	\$50,000	\$0	\$0	\$0
EXPENSES	\$250,000	\$2,150,000	\$1,500,000	\$500,000	\$0	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

TBD, the facility is in decent condition, but it is primarily short on space and functionally obsolescent

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The current facility is only 20 years old; it is just functionally obsolete as the operation and regulations have changed. A full comprehensive study was completed to identify the deficiencies and space limitations.

What is the expected useful life of the project/improvement?

TBD

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The current facility is over capacity and limits animal capacities below service needs

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The current Animal Care and Control facility is owned and operated by the City of Minneapolis

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The regulations for the animal shelter have changed since 2003. 2016 mandates demand MACC treat all animals medically, behaviorally, and mentally and to find appropriate placement for all treatable animals. Current space limitations make it increasingly difficult to meet the needs of the animals.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No grants have been applied for yet.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

TBD

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This project will partner with the City of Minneapolis Sustainability group and local utility providers for sustainable facility opportunities, incentives, and rebates.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

As the project design further develops, there may be an opportunity to explore options for public art.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

None

Does the project support redevelopment opportunity that without the project would be infeasible?

TBD

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

TBD

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Master Planning effort has identified need for additional space and that will require additional operating costs.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD based on site selection and design.

Year that Operating Incr/(Decr) will take effect?

2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

TBD

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The intended life of a new facility should be at least 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff.

Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The \$50,000 in funding for 2022 has led to a master planning study and an in-depth assessment that identified the deficiencies and outlined three potential options for a path forward, since the site footprint is at its maximum.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

The Master Planning would be followed by a site search effort when project is funded. An appropriate site will influence building programs and function. A full design effort can't be completed until a site is identified/purchased. Review options and potential site options before purchase.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Timeline TBD. Funding make fluctuate depending on site availability and cost.

building. The true savings will be with the effectiveness of the operation.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety:

The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Collaborative and community-inclusive strategies to ensure safety for all members of our community. MACC provides an essential public health and safety service. Citizens rely on MACC directly to help with all animal related issues. MACC plays a vital role in identifying and protecting the community from deadly zoonotic diseases, work closely with local, State and Federal agencies and taskforces on major animal crime. More broadly, the investigative work MACC does helps identify and provide evidence needed to prosecute low level crimes. MACC's work, often invisible, provides a safety net for humans and animals. MACC operates a comprehensive animal sheltering facility that acts as a quarantine facility, secures living evidence for victim animals, and houses animals that have been temporarily displaced due to owners hospitalization, sick and injured animals, stray and unwanted animals of all species domestic, wild, and exotic. MACC employs three veterinarians and handles all minor to moderate animal issues in house.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe.

The public relies on MACC for protecting "herd health" and controlling zoonotic disease with research and treatment. These are especially important as new diseases are identified. MACC works closely with Local, State and Federal health agencies to ensure the health and safety of the community and its animals are protected and preserved. MACC staff work on the front lines to defend against all zoonotic diseases. MACC works closely with hospitals and social workers to assist in animal related issues.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Near North Community is 77.1% BIPOC

White	7,274	20.2%
Of Color	27,689	77.1%
Black or African American alone	17,761	49.4%
American Indian and Alaskan Native alone	640	1.8%
Asian or Pacific Islander alone	4,054	11.3%
Other alone	suppressed	
Two or more races alone	2,282	6.4%
Hispanic or Latino (of any race)	,823	10.6%

What data is available or missing? How can you obtain additional data?

Data is available for on the demographics of the community from house types ownership, income, etc.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve the working conditions for all City staff, local and surrounding community and animals at the Animal Care and Control facility.

Additional Information

Operational improvements and solutions continue to be studied and implemented but the facility is running out of options. The \$50,000 in funding for 2022 has led to a master planning study an in-depth assessment and but better definition to potential solution options, since the site footprint is at its maximum. This study has concluded and we will begin to look for potential sites that would accommodate the unmet needs

PSD23 - Community Safety Training and Wellness

Project Details:

Project Start Date: 2021

Estimated Project Completion Date: 2028

Ongoing Program: No

Current Phase: Planning

Level of Need: Critical

Department Priority: 3 of 8 PSD

Submitting Agency: Finance & Property Services

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$100,000

Total project cost (all years): \$22,100,000

Project Location:

Address: TBD

City Sector: TBD

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: A location/s for the Community Safety training and Wellness facility has not yet been determined.

Project Description

Design and construct a new Training & Wellness Center for City Office of Community Safety, MPD, Fire, Emergency Responders, Neighborhood Safety, and regional partner needs.

Purpose and Justification

The City of Minneapolis currently leases the former Hamilton Elementary school space from Minneapolis Public Schools at 4119 DuPont Ave. North, for a wide variety of police training, storage, and youth programs. The total area of the Hamilton SOC is 50,580 square feet. The space is inadequate for today's training and wellness promotion needs, and there is no ability for expansion. The city also does not have dedicated training space for training other portions of the Office of Community Safety.

A new facility is needed that can be designed to provide for not only preemployment, continuing education and in-service classroom and computer training needs, but wellness preparation and counseling, including indoor, outdoor and vehicular. New response models, such as the co-responder program and body camera program, require new policing training opportunities. New wellness programs can help first responders deal with the psychological impact of their jobs, such as with domestic abuse trauma and posttraumatic stress syndrome.

Primary component of the training facility will include large classrooms to seat groups from 100 to 30 people with appropriate display, audio, visual, and connectivity accommodations. The need also includes a computer lab, office space for several groups of training staff and available parking for large training groups. Outdoor and vehicular training is especially important because it requires a large open space that is sheltered from public view. The program space will also include a large indoor warehouse space for scenario-based training. Flexible indoor and outdoor training spaces will allow combining realitybased

training, tactical training with movable partitions, virtual-reality simulators, defensive tactics training, secure outdoor yard and canine training, and 50 yard firing ranges with classroom and support, this facility is designed to be flexible and highly accessible for all. The new Hero Center in Cottage Grove is a good example of this new type of training and wellness facility.

The project will meet the current and anticipated future needs of the city. Location is yet to be determined but would ideally be more central to the area served. This facility may be one single facility or may need to be made up of a few locations based on availability.

In early 2024 a training and wellness assessment was completed as part of the MPD settlement agreement with the Minnesota Department of Human Rights. Compliance with that settlement agreement will require development of a plan for improved training and implementation of improvements in training in an approved timeline.

Such a facility could be made available to regional partners and could become an income generator for the city, to help with its debt service. There may also be funds available from the State for development of such a facility.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD23							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$500,000	\$5,500,000	\$8,000,000	\$8,000,000	\$0	\$0
REVENUES	\$0	\$500,000	\$5,500,000	\$8,000,000	\$8,000,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$330,770	\$500,000	\$500,000	\$350,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$150,000	\$4,588,461	\$6,692,307	\$6,592,037	\$0	\$0
GOVER - General Overhead	\$0	\$19,230	\$211,539	\$307,693	\$307,963	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$200,000	\$500,000	\$750,000	\$0	\$0
EXPENSES	\$0	\$500,000	\$5,500,000	\$8,000,000	\$8,000,000	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

The City currently leases the former Hamilton School from MPS

If the project is an existing asset, what is the observed remaining life of the asset?

TBD

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The current facility is functionally obsolete and inadequate for current MPD and OCS training needs

What is the expected useful life of the project/improvement?

A new facility may have a functional life of 50 – 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

TBD as the City currently leases the existing facility.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City would prefer to own and operate a new facility for the training needs of the Office of Community Safety.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Any potential sites must have appropriate zoning that would allow for a training facility and the programmatic needs.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2 or 3 as the facility works but does not meet needs or work well.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Grant of other funding sources have not been applied for at this time. Partnership opportunities will be explored as the project develops further.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

None at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Property services will work with community planning and economic development (CPED) and The Office of Community Safety to identify and analyze potential sites.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

A public art partnership will be explored further as design of the facility gets underway.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

No, although the Hamilton School site could be redeveloped by MPS if it is no longer leased by the City of Minneapolis.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD based on project location

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

TBD based on final project location

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

TBD

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The cost will likely add operating cost, but it would replace lease space with City Owned space.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD based on further project definition.

Year that Operating Incr/(Decr) will take effect?

2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Include details here.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The Office of Community Safety would annually budget for the operating costs of the new facility/s.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

The intended life of a new facility should be at least 50 to 75 years with a small incremental capital investment starting at approximately the 10th year of operations and with major building systems replacement starting in the 25th year of operation.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Developing a preliminary Program, Project Plan and Process, no bonds sold.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Master Planning, Site Search, Design, and Construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Cost estimates are not based on an actual design. The City will hire an outside consultant who has constructed similar facilities as well as several police stations in recent years and will utilize their market data to update project estimates.

The project does not include any cost for acquiring property, as a location has not yet been identified and it is unknown at this time.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

Collaborative and community-inclusive strategies to ensure safety for all members of our community. Better training reduces risk for first responders as well as the public they serve and can lead to reduced costs to the City in financial settlements.

Economic Development

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive. SUBP goals will be developed and enforced by Civil Rights for our design and construction partners.

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

The new facility will be designed, constructed and commissioned utilizing City Sustainability Policy Guidelines and standards.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities:

This Project will be Part of the City Public Art program and will have a dedicated budget for Art

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

TBD as a site has not yet been selected. The goal of this project would be for better training to provide better Office of Community Safety services to the entire City.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

	POLICE DEPARTMENT	ALL CITY EMPLOYEES
Percentage of Employees		
American Indian/Alaska Native	1.07%	1.70%
Asian	8.00%	5.88%
Black/African American	13.73%	17.75%
Hispanic/Latino	5.87%	5.46%
Native Hawaiian/Oth Pac Island	0.00%	0.05%
Two or More Races	3.47%	3.97%
White	67.87%	65.20%

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

TBD

Describe the engagement and what have you learned?

TBD

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will benefit all OCS staff and the communities that they serve with improved service due to improved training.

Additional Information

This proposed facility would replace the outdated Hamilton Facility that the City leases from Minneapolis Public Schools and replace it with a modern City owned and operated facility that is design to meet current needs.

PSD26 - Security Improvements

Project Details:

Project Start Date: 2024
Estimated Project Completion Date: 2030
Ongoing Program: Yes
Current Phase: Planning / Design
Level of Need: Critical
Department Priority: 6 of 8
Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolismn.gov
Website: n/a
Prior year(s) funding amounts: \$500,000
Total project cost (all years): \$5,250,000

Project Location:

Address: Multiple Facilities
City Sector: All
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Multiple City owned facilities

Project Description

This project involves the upgrade and improvement of multiple security systems supporting 55+ City of Minneapolis owned and operated facilities, such as Public Works, Police and Fire facilities. Security systems include; security cameras, building access control and intrusion alarm systems, key management systems, security fencing, automated vehicle gates and protective materials for higher security environments.

The City's two main security systems operate from enterprise platforms Milestone for Security Cameras and (Lenel) for building access control, intrusion alarms and photo ID badges. These systems are networked and connect all facilities to the City Security Operations Center (SOC) where they are monitored by security staff on a 24/7 basis.

Purpose and Justification

Physical security systems are necessary for the City to maintain a safer work environment for employees and visiting members of the public to our facilities. This includes all City owned and operated facilities supporting Public Works, Police, Fire and multi-use facilities such as the Public Service Center, each diverse in their operations and requirements for security. Physical security systems in place at these facilities allow Property Services to provide a higher level of protection for City valued assets and a more efficient way to manage employee access to and within the facilities.

The majority of security systems that are currently in place were installed between 2012 and 2014 and will be at or nearing their end of life cycle over the next few years. The systems are used heavily on a daily basis and require maintenance and/or replacement due to normal wear and tear. The following are average life cycles for each of these systems; Security Cameras (8 years), Access Control components (10 years), Security Alarm systems (10 years).

Other security equipment such as automated gate operators require frequent maintenance and replacement depending on usage. Perimeter fencing around many of our facilities has been in place for 25+ years, many of which have been repaired multiple times and are now in need of replacement

The City currently utilizes a PC-based key management system (Traka Key) at several sites which allows for building and vehicle keys assigned to employees to be secured and tracked electronically for better accountability. Currently, not all facilities have key management systems and must rely on manual methods

Without proper key control and management, the safety and security of City facilities and employees are at greater risk. To mitigate this risk, these systems need to be expanded throughout the enterprise.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD26							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$500,000	\$500,000	\$750,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
REVENUES	\$500,000	\$500,000	\$750,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$27,500	\$55,000	\$37,500	\$37,500	\$37,500	\$37,500	\$55,000
CONSTC - Construction Costs	\$453,270	\$425,769	\$683,653	\$924,038	\$924,038	\$924,038	\$906,539
GOVER - General Overhead	\$19,230	\$19,231	\$28,847	\$38,462	\$38,462	\$38,462	\$38,461
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$500,000	\$500,000	\$750,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

Asset Condition

Asset type: Vertical Infrastructure (Facilities), and Equipment

Is this request a new capital project or an existing project? Existing

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

If the project is an existing asset, what is the observed remaining life of the asset?

The existing life of assets varies depending on facility and equipment and this project focuses on replacing items that are at the end of planned useful life or already obsolete

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Security Risk Assessments were conducted for all facilities to identify vulnerabilities that presented safety and security risks to employees and city property. Recommendations to mitigate those risks were developed into security plans.

What is the expected useful life of the project/improvement?

In most cases these projects are tied to the life cycles of equipment and scheduled replacement year Approximately 8 – 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The cost is more accurately calculated in terms of higher risk to the personal safety of people and loss of property by theft or damage, so it is difficult to put a dollar amount to that end.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Tied to the life cycles of equipment and scheduled replacement year or unplanned emergency affecting the security of facilities.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

N/A The City has tried to standardize facility security elements from cameras and card readers to fence and gates.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Department of Homeland Security for facility Risk Assessments

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

These updates will significantly reduce maintenance costs. Planned approach to replacement of equipment will reduce the number of unexpected equipment outages and reduce the operating dollars spent on unplanned maintenance.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Updated equipment will reduce or eliminate the need for regular maintenance.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Finance and Property Services will recognize a savings in annual operating costs.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

On-going as equipment reaches life cycle end.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design, bid and build annual security infrastructure projects

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Allocated funding will be utilized to fill the highest need projects for the year based on assessment of needs. Adjustment in funding will change the amount of security improvement made in any given year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This Project will affect all Minneapolis Communities. This project will improve security at City facilities and improved workplace conditions for all City Employees to help them better preform roles in servicing the communities.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

The City does not collect this data for visitors to City facilities

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve working conditions at City Facilities for all employees and public that visit

Percentage of City Employees	
American Indian/Alaska Native	1.70%
Asian	5.88%
Black/African American	17.75%
Hispanic/Latino	5.46%
Native Hawaiian/Oth Pac Island	0.05%
Two or More Races	3.97%
White	65.20%

Additional Information

It is reasonable to expect that a security program for an organization as large as the City of Minneapolis has at the very least, adequate measures in place for the protection of its employees their customers and city assets they are responsible for. In addition, our citizens expect that we are not only good stewards of their tax dollars, the City must also protect these investments to the best of our ability. The physical security program is designed to meet those expectations and requires periodic improvements to maintain safe and secure facilities.

PSD31 - South Minneapolis Community Safety Center

Project Details:

Project Start Date: 2023
Estimated Project Completion Date: 2025
Ongoing Program: No
Current Phase: Planning
Level of Need: Critical
Department Priority: 2 of 8 PSD
Submitting Agency: Finance & Property Services
Contact Person: Chris Backes
Contact Phone Number: 612-673-3774
Contact Email: chris.backes@minneapolismn.gov
Website:
Prior year(s) funding amounts: \$12,700,000
Total project cost (all years): \$29,700,000

Project Location:

Address: 2633 Minnehaha Ave
City Sector: East/Longfellow
Neighborhood(s) Located: Seward
Ward(s) Located: Ward 2
Description of Location: Existing industrial warehouse facility located at 2633 Minnehaha

Project Description

This Project will plan, design, and construct a new South Minneapolis Community Safety Center on property located at 2633 Minnehaha Avenue.

Purpose and Justification

The South Minneapolis Community Safety Center will provide a facility to serve the South Section of the City to provide services that focus on community safety via prevention, response, and restoration. The police response function will be part of the South Minneapolis Community Safety Center and will be moved out of the temporary location at 309 Second Avenue South.

This project will, design, bid and construct a renovation of an existing facility, located at 2633 Minnehaha Avenue. The City of Minneapolis currently has a purchase agreement to acquire the property at 2633 Minnehaha Ave. Closing on this property is anticipated in mid-2024. Following property acquisition further development and design of the project will better identify the scope and timeline for this project

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

PSD31							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321500 - State Govt Grants & Shared Rev	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$13,846,154	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$653,846	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0

Project Funding and Cost Breakdown

PSD31						
	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
PSD31 Revenues						
321500 - State Govt Grants & Shared Rev	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$17,000,000	\$0	\$0	\$0	\$0	\$0
PSD31 REVENUES	\$17,000,000	\$0	\$0	\$0	\$0	\$0
PSD31 Expenses						
DANDPM - Design and Project Management	\$1,500,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$13,846,154	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$653,846	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$1,000,000	\$0	\$0	\$0	\$0	\$0
PSD31 EXPENSES	\$17,000,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

Original CBR was submitted in 2022/2023

If the project is an existing asset, what is the observed remaining life of the asset?

New facility

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This Office of Community Safety needs and facility on the South Side of the City of Minneapolis that will be called the South Minneapolis Community Safety center. The MPD response function will be provided at this location also.

What is the expected useful life of the project/improvement?

A new facility may have a useful life from 50 – 75 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

MPD is currently using the 309 Second Avenue South as a temporary location. Some of the functions of the Office of Community Safety are new and do not currently have a dedicated location

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This facility will be a City-owned and operated facility.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The Project team has worked with CPED to ensure the selected site zoning does allow for a Community Safety Facility.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No grants have been applied for at this time. This project will partner multiple operations of the Office of Community Safety.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

TBD as no grants are part of the project at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

A partnership with the City of Minneapolis sustainability and local utility providers will be developed to implement sustainable facility practices and recognize incentives and rebates

Describe any inclusion of public art with the project or collaboration with Art in Public Places

During the project design process, we will look for opportunities to incorporate public art incorporation in the project via a partnership with the Public Art Program.

Economic Development

Will the project contribute to growth in the City's tax base? Yes

Describe the economic development impact of the project:

The project will facilitate improved services to the South side and may also provide opportunities at the existing facility.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

TBD based on future of 2633 Minnehaha Avenue.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

2633 Minnehaha does have a public sidewalk and is adjacent to an existing bike trail.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

This should not be an item of concern but will be considered during further design.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The facility cost will likely increase due to increased facility square footage and colocation with Community Safety Center.

What is the estimated annual operating cost increase or (decrease) for this project?

TBD as location and potential design are still not confirmed.

Year that Operating Incr/(Decr) will take effect?

Increase in 2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Newly constructed facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff. These systems are more energy efficient (approximately 30%), and also bring in more fresh air, exhaust harmful pollutants, and control temperature and humidity with more precision. The maintenance savings of having new systems is offset by having more systems to maintain. The stations will be designed to be more efficient and easily cleaned on a daily basis.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The Office of Community Safety budget will need to be increased to account for slight increase in operating expense.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

The intended life of a new facility should be at least 50 to 75 years with a small incremental capital investment starting at approximately the 10th year of

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Property purchase will be the next step in this project and that should happen in mid- year 2024

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Site procurement, design and construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is planned to be completed in 2025

operations and with major building systems
replacement starting in the 25th year of operation.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

The City prioritizes equitable access to safe, stable, accessible, and affordable housing to eliminate racial disparities in housing:

New Community Safety Center will support housing and neighborhoods that are continuing to grow at a rapid pace. Housing is an essential building block of a strong city. The City of Minneapolis has strongly endorsed a policy of growth. A growing population contributes to high quality city services, great neighborhood business districts, and safe streets. New housing is directed to locations that are well served by public transit services and close to commercial and natural amenities

Economic Development:

The City prioritizes economic inclusion so that all workers and families are supported and People of Color, Indigenous and Immigrant (POCII)-owned businesses in all sectors can thrive.

Current City operations are becoming inadequate to provide services to developing or changing areas of the City. Quality of life is a critical aspect in a business's decision to relocate to, remain in, or expand in Minneapolis. City residents consistently rate safety as having extremely high importance to their quality of life.

Public Services:

The City prioritizes reliable and equitable access to high-quality public services.

The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget

Environmental Justice:

The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water, and air.

Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. All purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure, and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design

The design and construction of a new South Minneapolis Community Safety Center will benefit the City residents through improved and equitable access to safety services provided

Transportation is vital to the city's social, economic, and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe

The new South Side Community Safety Center design would allow for public access to a community space, improved parking options, and multiple in/egress points for rapid safety response. The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City Prioritizes positive youth development so that all children can grow healthy and safe

The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Longfellow Community

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The Longfellow community is 30% BIPOC

What data is available or missing? How can you obtain additional data?

None

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The Office of Community Safety has begun community engagement

Describe the engagement and what have you learned?

In process

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will improve services provided to City residents, businesses, and visitors along with improving working conditions for MPD and Community safety staff.

Additional Information

The Community Safety Center is a new facility model that expands beyond previous functionality and service levels to provide additional services and be inclusive of multilayered approaches to community needs. This facility will need to be flexible in nature, as this new service model will demand adaptability and transition. Consideration for flexibility and adaptability will be incorporated into the design so building systems can be more readily modified in the future so that changes can more easily be made to accommodate changing needs.

BIK24 - Major Trail Maintenance Program

Project Details:

Project Start Date: 4/15/2026

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning

Level of Need: Significant

Department Priority: 24 of 62

Submitting Agency: Public Works

Contact Person: Oscar Weber

Contact Phone Number: (651) 673-3884

Contact Email: oscar.weber@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

Minneapolis Public Works operates and maintains approximately 35 miles of off-street trails. In order to maintain and improve the condition of trails, the City annually performs a combination of spot and full surface maintenance activities. The objective of this program is to extend the life of the pavement, thus delaying the need for total reconstruction on the city's network of trails and off-street bikeways. This program will reduce annual maintenance expenditures by addressing failing pavement, heaves due to tree roots and potholes, while also improving the ride quality for people walking, rolling, and biking. The construction may also include replacement of some sections of curb gutter, pavement striping, signage, and upgrading non-compliant curb ramps to meet current ADA design standards.

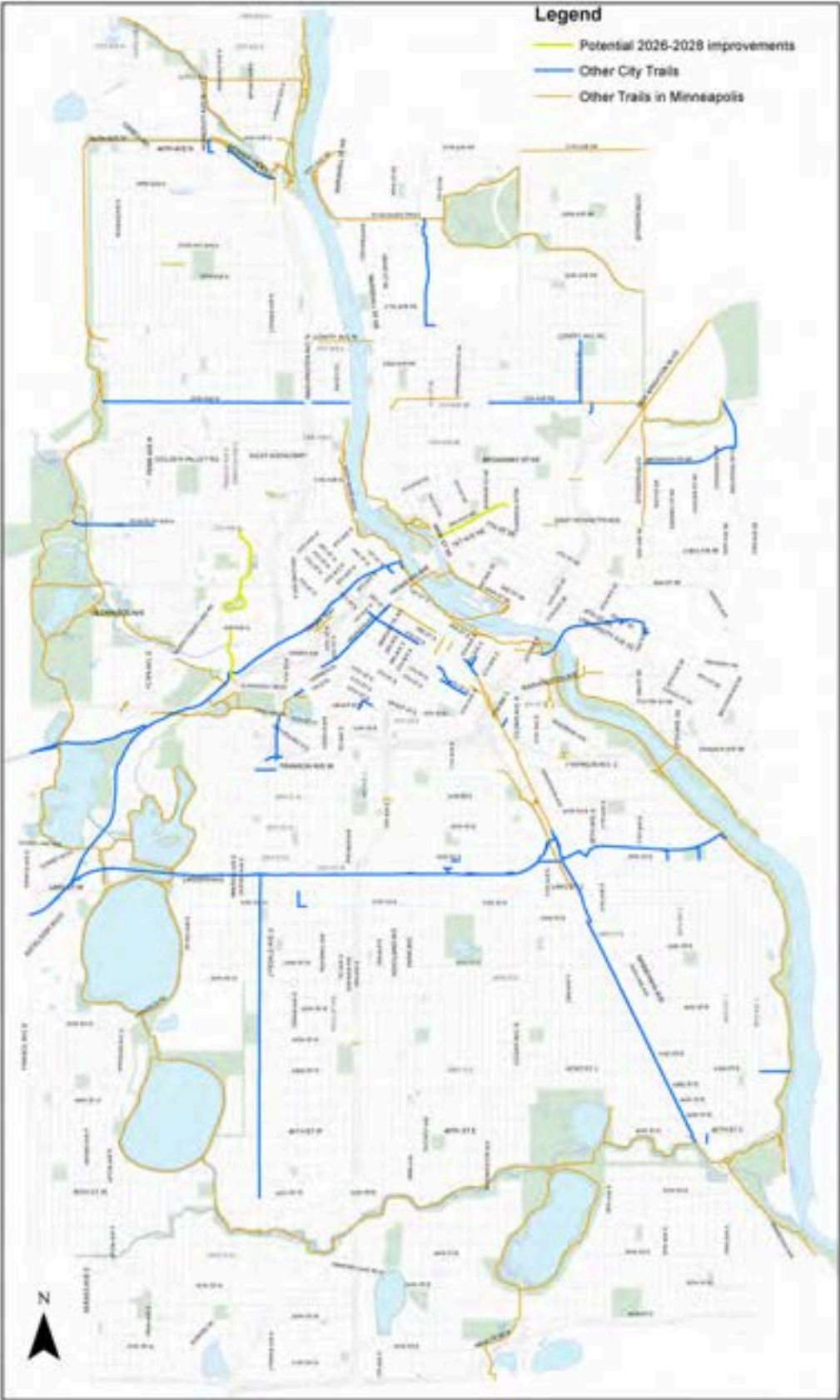
Purpose and Justification

The objective of the Trail maintenance Program is to extend the life of asphalt and concrete trails and to reduce annual maintenance expenditures on trails that have been constructed. The City of Minneapolis has about 35 miles of trails under its jurisdiction. This program's goal is to extend the life of a trail by at least 5 to 10 years for trails that have already been constructed, delaying the need for the total reconstruction of the trails. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people biking, walking, and rolling, and improves the overall pavement condition of trails.

When creating the 2025-2030 CIP, Public Works prioritized funding projects that are already underway with planning and design, as well as those with time-bound, outside funding sources. This resulted in constraints to fund all projects and programs in line with historic service levels, particularly in 2028. The supplemental

funding request reflects Public Works commitment to delivering projects in alignment with historic service levels within this program in future years.

Project Visuals and Map



Date: 3/25/2024

Project Funding and Cost Breakdown

BIK24							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$225,000	\$225,000	\$0	\$225,000	\$225,000
REVENUES	\$0	\$0	\$225,000	\$225,000	\$0	\$225,000	\$225,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$56,250	\$56,250	\$0	\$56,250	\$56,250
CONSTC - Construction Costs	\$0	\$0	\$146,250	\$146,250	\$0	\$146,250	\$146,250
GOVER - General Overhead	\$0	\$0	\$22,500	\$22,500	\$0	\$22,500	\$22,500
EXPENSES	\$0	\$0	\$225,000	\$225,000	\$0	\$225,000	\$225,000

Supplemental Project Funding and Cost Breakdown

BIK24 Supplemental Request							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$56,250	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$146,250	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$22,500	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$225,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Newly constructed trails have a functional lifespan of approximately 30 years with properly timed maintenance and repair. Public Works manages the local trail system through a series of reoccurring maintenance activities. The remaining life will vary each year based on the specific segment selected.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works manages the trail system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, Micro Surfacing, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's trail assets.

In 2021 Public Works collected pavement ratings for trails and off-street bikeways, the first effort of its kind for the city, consistent with the ASTM D6433 procedures. This has been supplemented by site visits and testing at proposed locations.

At this time the city is still assessing how further data collection will fit into the evaluation and selection of future trail maintenance projects. The various metrics that were collected in 2021 include roughness condition, unevenness, cracking, and texture.

What is the expected useful life of the project/improvement?

Improvements made by this program vary in terms of the increase to expected useful life. At a minimum, improvements are expected to extend the useful life of the trails by an additional 5-10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects are aimed at extending the useful life of the trail. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the trail surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis Public Works operates and maintains approximately 35 miles of off-street trails. In order to maintain and improve the condition of trails, the City annually performs a combination of spot and full surface maintenance activities. The objective of this program is to extend the life of the pavement, thus delaying the need for total reconstruction on the city's network of trails and off-street bikeways. This program will reduce annual maintenance expenditures by addressing failing pavement and potholes, while also improving the ride quality for people walking, rolling, and biking. The construction may also include replacement of some sections of curb, gutter, pavement striping, signage, and upgrading non-compliant curb ramps to meet current ADA design standards. The program will have a significant impact on the city's All Ages and Abilities network as the off-street trails are an integral part of the non-motorized transportation network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Coordination with other agencies with assets adjacent to the trail network will occur to avoid multiple trail shutdowns or detours in successive years.

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable.

The objective of the Trail maintenance Program is to extend the life of asphalt and concrete trails and to reduce annual maintenance expenditures on trails that have been constructed. The City of Minneapolis has about 35 miles of trails under its jurisdiction. This program's goal is to extend the life of a trail by at least 5-10 years for trails that have already been constructed, delaying the need for the total reconstruction of the trails. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people biking, walking, and rolling, and improves the overall pavement condition of trails.

On a scale of 1-5, this program has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program is across the entire city spanning multiple transit connections. The project will enhance the pedestrian and bicycle realm by maintaining and improving the existing trail network.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

Maintaining and improving the City's network of trails will improve facilities for people walking, biking, and rolling.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Trail

This program will only be addressing existing facilities and will not be significantly changing the alignments of the trails.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Increase

What is the estimated annual operating cost increase or (decrease) for this project?

\$250,000

Year that Operating Incr/(Decr) will take effect?

2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The increase in operating costs is tied to the funding of the BIK24 capital program.

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs. The operating cost impacts will continue to be assessed as more program specific data becomes available.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond

authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately one year prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This will be an annual program, so if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 projects have not yet been selected but projects will be considered in or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

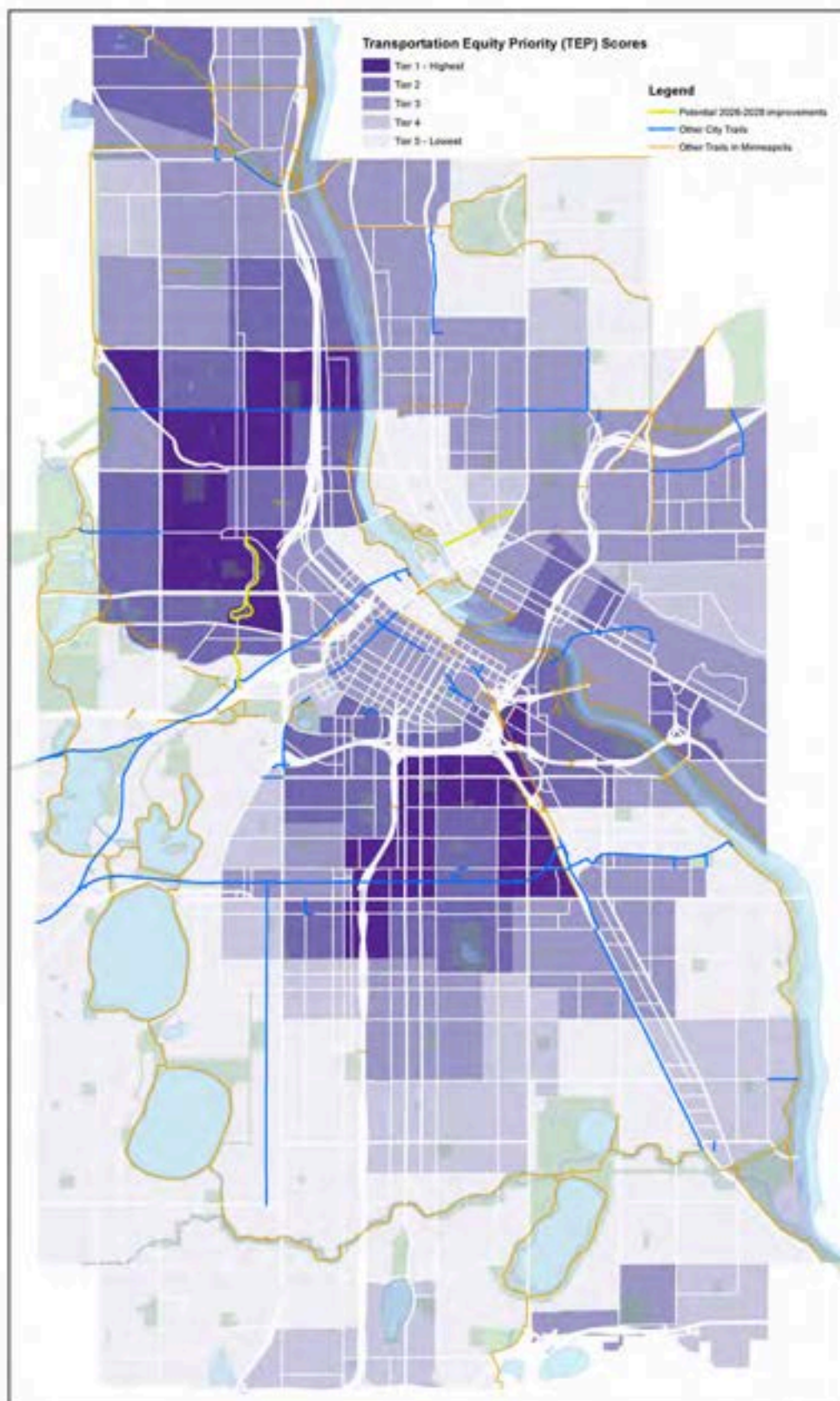
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Date: 3/25/2024

BIK24 Major Trail Maintenance 2025-2030

Additional Information

Not Applicable.

BIK28 - All Ages & Abilities Bikeway Implementation Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 25 of 62

Submitting Agency: Public Works

Contact Person: Fontaine Burruss

Contact Phone Number: (612) 673-3614

Contact

Email: fontaine.burruss@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/bikeways-program/>

Prior year(s) funding amounts: \$6,475,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

This program will implement All Ages & Abilities bikeways on streets identified in the Minneapolis Transportation Action Plan. Sometimes referred to as “protected bike lanes” or “cycletracks,” protected bikeways are physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features.

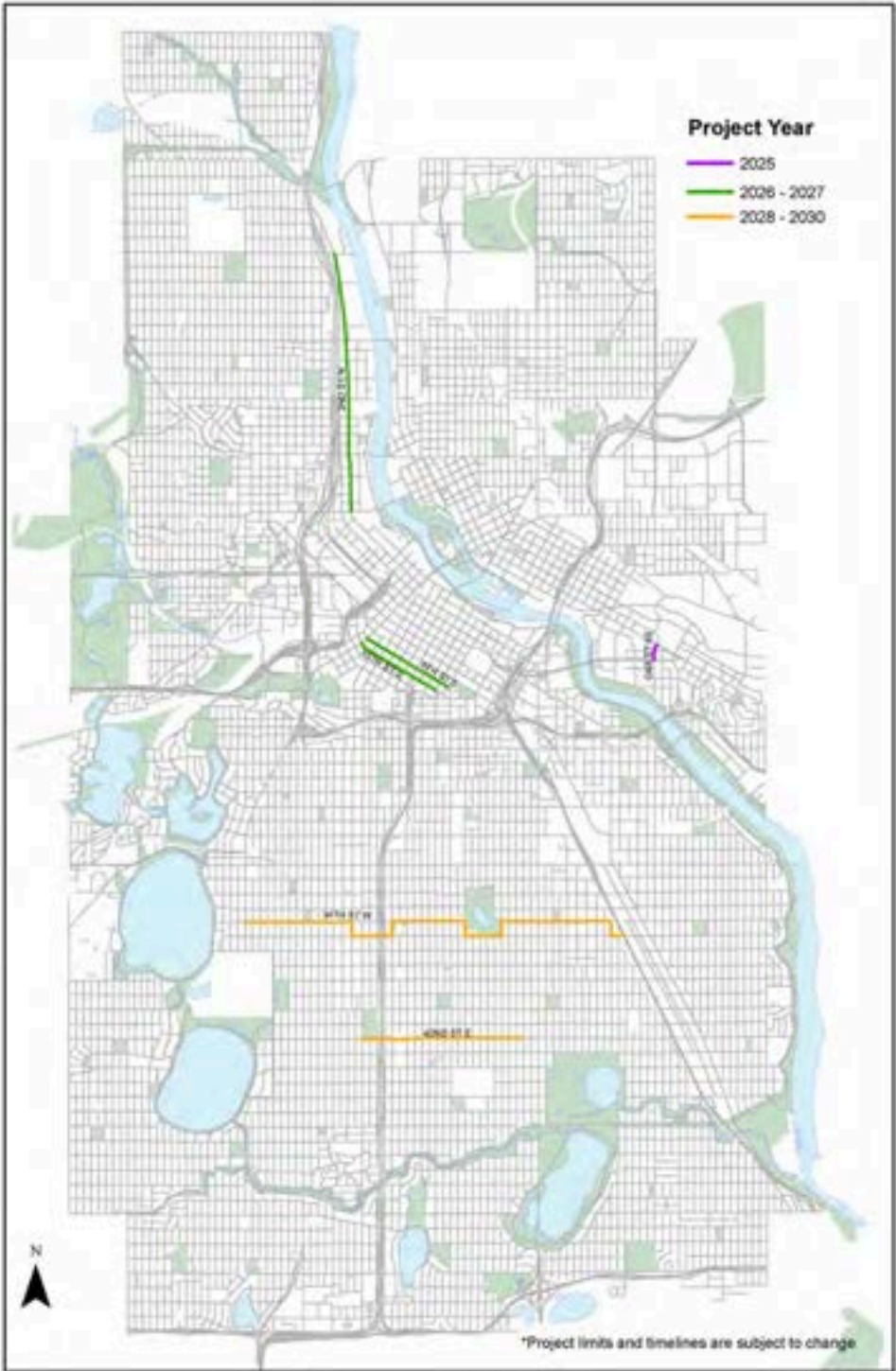
Purpose and Justification

To make bicycling, in all its new forms, a real option for more people, the Minneapolis Transportation Action Plan established numerous strategies and actions to upgrade and expand the All Ages and Abilities Network over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks and buses, will feature improved intersection crossings and be accessible year-round. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeways such as trails, bike boulevards, and lower-traffic streets aren't an option. To continue to grow bicycling in Minneapolis, new types of infrastructure are needed to make Minneapolis easier to bike for people of all ages and abilities.

The supplemental funding request for the BIK28 All Ages and Abilities (AAA) Bikeway Implementation Program, is included to provide Public Works with the flexibility to construct additional AAA bikeways that

would focus on addressing high-priority bike network gaps near recently completed or planned capital projects. There are times when new AAA bikeways are built adjacent or nearby streets that do not have AAA connections between the new facility and the larger bike network. The sustained funding would allow retrofit projects to be constructed, in addition to the grant funded projects, furthering Public Works vision of creating a continuous AAA network across the city. In 2028, funding constraints resulted in BIK28 funding being reduced to ensure that Public Works could fully fund projects that are receiving federal funding

Project Visuals and Map



BIK28 All Ages and Abilities Bikeway Implementation Program 2025-2030

Date: 3/20/2024

Project Funding and Cost Breakdown

BIK28							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$3,760,000	\$0	\$4,512,000	\$4,000,000	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$3,024,000	\$4,000,000
321500 - State Govt Grants & Shared Rev	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$2,300,000	\$1,000,000	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$2,715,000	\$1,000,000	\$1,688,000	\$2,200,000	\$0	\$3,000,000	\$3,000,000
REVENUES	\$6,475,000	\$1,000,000	\$8,500,000	\$7,200,000	\$0	\$6,024,000	\$7,000,000
Expenses							
DANDPM - Design and Project Management	\$1,618,750	\$250,000	\$2,125,000	\$1,800,000	\$0	\$1,506,000	\$1,750,000
CONSTC - Construction Costs	\$4,208,750	\$650,000	\$5,525,000	\$4,680,000	\$0	\$3,915,600	\$4,550,000
GOVER - General Overhead	\$647,500	\$100,000	\$850,000	\$720,000	\$0	\$602,400	\$700,000
EXPENSES	\$6,475,000	\$1,000,000	\$8,500,000	\$7,200,000	\$0	\$6,024,000	\$7,000,000

Supplemental Project Funding and Cost Breakdown

BIK28 Supplemental Request

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$500,000	\$500,000	\$900,000	\$500,000	\$500,000
REVENUES	\$0	\$0	\$500,000	\$500,000	\$900,000	\$500,000	\$500,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$125,000	\$125,000	\$225,000	\$125,000	\$125,000
CONSTC - Construction Costs	\$0	\$0	\$325,000	\$325,000	\$585,000	\$325,000	\$325,000
GOVER - General Overhead	\$0	\$0	\$50,000	\$50,000	\$90,000	\$50,000	\$50,000
EXPENSES	\$0	\$0	\$500,000	\$500,000	\$900,000	\$500,000	\$500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BIK28 is a program that operates City-wide, asset conditions will vary. Typically, BIK28 constructs new trail facilities or updates facilities that are in "fair" or "poor" condition. This program will implement protected bikeways on streets identified in the Minneapolis Transportation Action Plan. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road and trail surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section for additional non-City funding sources. Yes those funding sources are contingent on City funding

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will implement All Ages & Abilities bikeways on streets identified in the Minneapolis Transportation Action Plan. Sometimes referred to as "protected bike lanes" or "cycletracks", protected bikeways are physically separated from motor vehicle traffic and are intended to provide a similar user experience as off-street trails. Physical separation may be provided through parked cars, curbs, medians, bollards/flexible traffic posts, planters, or other vertical features. The program will also perform mill and overlays of trail sections to maintain and improve the condition of trails owned by the City.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

To make bicycling, in all its new forms, a real option for more people, the Minneapolis Transportation Action Plan established numerous strategies and actions to upgrade and expand the All Ages and Abilities Network over the next ten years. This network will include protected lanes and trails that are physically separated from moving cars, trucks

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City received \$4,512,000 in federal funding from the Metropolitan Council for the 9th/10th street bikeways in 2026, and \$4,000,000 in federal funding for the 2nd street north bikeway in 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

and buses, will feature improved intersection crossings and be accessible year-round. The goal for the All Ages and Abilities Network is for people on bikes to only share space with cars on quiet low-speed streets or on neighborhood greenways. There are some parts of the city where potential bicycling demand is high, but where low-stress bikeways such as trails, bike boulevards, and lower-traffic streets aren't an option. To continue to grow bicycling in Minneapolis, new types of infrastructure are needed to make Minneapolis easier to bike for people of all ages and abilities.

On a scale of 1-5, this project has a service level between 3 and 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

All of these routes are identified in the Minneapolis Transportation Action Plan a low street bikeway on the All Ages All Abilities Bicycle Network. Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Protected bikeways are part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

These projects will provide a more comfortable bicycle facility than standard bike lanes.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, right-of-way is constrained in most of these corridors, and there are generally tradeoffs in most of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of protected bikeways in Minneapolis.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program

typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Maintenance costs for protected bikeways will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of protected bikeways, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As more protected bikeway projects are implemented, Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 project is in, or borders, Census tracts with TEP scores in tiers 2, and 3.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



BIK28 All Ages and Abilities Bikeway
Implementation Program 2025-2030

Date: 3/20/2024

Additional Information

Not Applicable.

BP001 - Safe Routes to School Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 22 of 62

Submitting Agency: Public Works

Contact Person: Bria Fast

Contact Phone Number: (612) 427-3461

Contact Email: bria.fast@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/program-initiatives/transportation-programs/safe-routes-school/>

Prior year(s) funding amounts: \$3,400,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

The City's Safe Routes to School efforts date back to 2005 to help reverse a 30-year decline in the rate of students who walk and bike to school. Projects typically focus on traffic calming and often include treatments such as raised crosswalks, roundabouts, pedestrian refuge medians, curb extensions, and other street retrofits that help decrease traffic speed and/or volume.

The primary objective of the Safe Routes to School program is to create safe, comfortable, and convenient routes for students and families who walk or bike to schools, parks, and other neighborhood destinations. Another objective is to increase the viable choices for walking and biking to local destinations for all Minneapolis residents. The infrastructure enhancements in this program will primarily serve students Kindergarten through 12th Grade. However, all Minneapolis residents, including families with young children and elderly residents will also benefit from these investments.

Purpose and Justification

Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes to School infrastructure. The Safe Routes to School program improves the pedestrian and bicycle environments around schools with treatments at arterial crossings with bicycle boulevards, pedestrian refuge medians, pedestrian activated warning devices, curb extensions, and other similar treatments. Project focus areas are

selected based on school demographic conditions, potential student users, areas with reported pedestrian safety concerns, identified bicycle routes, crash history, and other site conditions.

Project Visuals and Map



Project Funding and Cost Breakdown

BP001		FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues								
321000 - Federal Grantor Agencies		\$1,000,000	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$0
321012 - Us Dept Of Transportation		\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$1,000,000
321510 - Minn Depart Of Transportation		\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency		\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants		\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued		\$2,400,000	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
REVENUES		\$3,400,000	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Expenses								
DANDPM - Design and Project Management		\$850,000	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
CONSTC - Construction Costs		\$2,210,000	\$0	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000	\$1,300,000
GOVER - General Overhead		\$340,000	\$0	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
EXPENSES		\$3,400,000	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BP001 is a program that operates City-wide, asset conditions will vary. Existing pedestrian curb ramps are compared to current ADA design standards to determine if the ramp is in adequate condition.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Deferring the projects in this program will lead to deteriorating condition of pedestrian and bicycle infrastructure and will prevent the implementation of the needed safety improvements.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface and pedestrian infrastructure in good shape, which will be paid through the existing maintenance budget. See Partnerships section to view additional non-City funding sources. Yes, those sources are contingent on City funding of the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The City's Safe Routes to School efforts date back to 2005 to help reverse a 30-year decline in the rate of students who walk and bike to school. Projects typically focus on traffic calming and often include treatments such as raised crosswalks, roundabouts, pedestrian refuge medians, curb extensions, and other street retrofits that help decrease traffic speed and/or volume. The primary objective of the Safe Routes to School program is to create safe, comfortable, and convenient routes for students and families who walk or bike to schools, parks, and other neighborhood destinations. Another objective is to increase the viable choices for walking and biking to local destinations for all Minneapolis residents. The infrastructure enhancements in this program will primarily serve students Kindergarten through 12th Grade. However, all Minneapolis residents, including families with young children and elderly residents will also benefit from these investments.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This program has been awarded grant funding through numerous sources for projects within the program. The City received \$1,000,000 of federal funding from Metropolitan Council for the South High/Folwell SRTS project in 2026 and \$1,000,000 of federal funding from Metropolitan Council for the Whittier SRTS project in 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Minneapolis Public Schools is a key partner in identifying transportation needs and improvements, as well as connecting Public Works with students and staff through the community engagement process.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Public art may be included in some projects (in the form of asphalt art) when and if appropriate.

Over the past decade, the City of Minneapolis has greatly expanded its network of Safe Routes to School infrastructure. The Safe Routes to School program improves the pedestrian and bicycle environments around schools with treatments at arterial crossings with bicycle boulevards, pedestrian refuge medians, pedestrian activated warning devices, curb extensions, and other similar treatments. Project focus areas are selected based on school demographic conditions, potential student users, areas with reported pedestrian safety concerns, identified bicycle routes, crash history, and other site conditions.

On a scale of 1-5, this program has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Most of the projects are on low-volume local streets without transit operations. However, pedestrian crossing improvements at locations near high schools will serve students that utilize standard transit vehicles to get to school. Improvements at these locations will improve a pedestrian's access to transit by narrowing crossing distances, providing a center refuge island, or by installing pedestrian warning devices to alert drivers of their presence.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Right-of-way is typically constrained on local streets within the city. Bicycle boulevard treatments utilize this constrained space by allowing bicyclists to comfortably share the street with motor vehicles. Traffic calming and diversion along a bicycle boulevard enhances the experience for young or novice bicyclists and has supplemental benefit to pedestrians.

Pedestrian crossing treatments along arterial streets will make effective use of the constrained right of way that is available. For example, curb extensions are located within a portion of the existing street parallel to the parking lane, although city ordinance prohibits parking in this space at the corner. Pedestrian shelter medians typically manage a constrained right-of-way by shifting the existing travel lane and eliminating several on-street parking spots.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The existing maintenance budget will be used to maintain this new infrastructure.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects
- Public Works projects incorporate stormwater best management practices(BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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The 2026 project is in, or borders, Census tracts with TEP scores in tiers 1, 3, 4, and 5.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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Describe the engagement and what have you learned?

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Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

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Analysis

How does the outcome for this project help the city achieve racial equity?

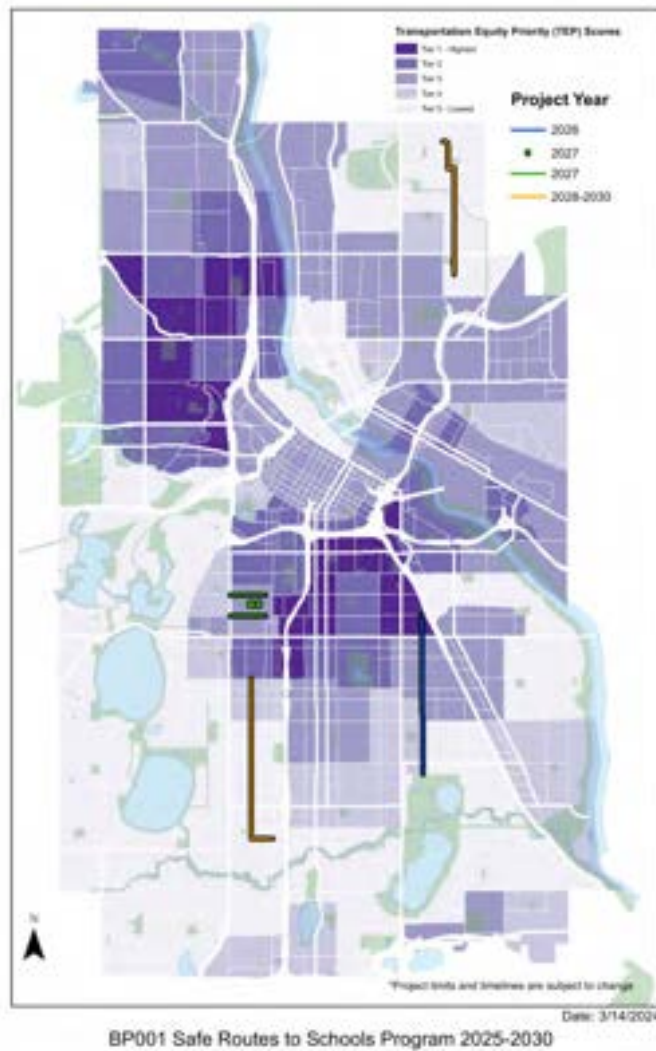
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
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- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

BP004 - Pedestrian Safety Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 23 of 62

Submitting Agency: Public Works

Contact Person: Fontaine Burruss

Contact Phone Number: (612) 673-3614

Contact

Email: fontaine.burruss@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/safety/>

Prior year(s) funding amounts: \$2,594,750

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

This program will provide improved street crossings, with a focus on existing unsignalized intersections. This program will focus on hardscape elements of street crossings including but not limited to, pedestrian bumpouts, center medians, and intersection realignments. As a part of the Pedestrian Safety Program, other crossing improvements will be considered, including durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and active warning beacons. Some existing signalized locations may be included in this program, but it will not be a large focus due to opportunities to address signalized intersections in other ways.

Purpose and Justification

The purpose of this program is to simplify intersection crossings reduce street crossing distances, make pedestrians more visible, and slow turning vehicle movements. This program acknowledges the importance of street crossings as a critical component of the walking experience in Minneapolis.

There has been an increased focus on street crossing improvements in Minneapolis over the past few years, largely at signalized intersections. This includes pedestrian bumpouts, high visibility crosswalk markings, ADA accessible curb ramps, and Accessible Pedestrian Signals (APS). While these efforts have been successful at improving conditions for pedestrians, they have not addressed unsignalized intersections. There has been significant demand across the city for these types of street crossing improvements from the Pedestrian Advisory Committee, residents, neighborhood organizations, businesses, and others.

Projects were prioritized based on the City's Vision Zero initiative, crash data, equity criteria (using the 20 Year Streets Funding Plan equity scores, including community demographics and uses/modes), grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data.

Project Visuals and Map



Project Funding and Cost Breakdown

BP004	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$1,000,000	\$1,350,000	\$1,624,000	\$2,000,000	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$1,885,000	\$2,025,000	\$2,000,000
321500 - State Govt Grants & Shared Rev	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321510 - Minn Depart Of Transportation	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$800,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$1,094,750	\$1,000,000	\$676,000	\$1,900,000	\$1,500,000	\$1,500,000	\$1,500,000
REVENUES	\$2,594,750	\$2,350,000	\$3,100,000	\$3,900,000	\$3,385,000	\$3,525,000	\$3,500,000
Expenses							
DANDPM - Design and Project Management	\$648,687	\$587,500	\$775,000	\$975,000	\$846,250	\$881,250	\$875,000
CONSTC - Construction Costs	\$1,686,588	\$1,527,500	\$2,015,000	\$2,535,000	\$2,200,250	\$2,291,250	\$2,275,000
GOVER - General Overhead	\$259,475	\$235,000	\$310,000	\$390,000	\$338,500	\$352,500	\$350,000
EXPENSES	\$2,594,750	\$2,350,000	\$3,100,000	\$3,900,000	\$3,385,000	\$3,525,000	\$3,500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

BP004 is implementing the City's Strategic Plans listed in the Minneapolis Goals and Strategic Direction section. The condition of the existing asset or intersection being addressed in BP004 is not only measured in terms of remaining life, but in how effectively it supports the City's traffic safety, accessibility, and equity goals. Improvements made through BP004 are prioritized based on the City's Vision Zero initiative, crash data, equity criteria, grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data. These improvements are designed to enhance the experience of those who are walking, biking, and rolling in Minneapolis.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Because BP004 is a program that operates City-wide, asset conditions will vary. Existing pedestrian curb ramps are compared to current ADA design standards to determine if the ramp is in adequate condition.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not Applicable.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Not Applicable.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will provide improved street crossings, with a focus on existing unsignalized intersections. This program will focus on hardscape elements of street crossings, including but not limited to, pedestrian bumpouts, center medians, and intersection realignments. As a part of the Pedestrian Crossing Program, other crossing improvements will be considered, including durable crosswalk markings, ADA accessible curb ramps, Accessible Pedestrian Signals (APS), and active warning beacons. Some existing signalized locations may be included in this program, but it will not be a large focus due to opportunities to address signalized intersections in other ways.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The purpose of this program is to simplify intersection crossings, reduce street crossing distances, make pedestrians more visible, and slow turning vehicle movements. This program acknowledges the importance of street crossings as

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This program has been awarded grant funding through numerous sources for projects within the program. The City received \$1,350,000 of federal funding from Metropolitan Council in 2025, \$1,600,000 of federal funding from Metropolitan Council in 2026, and \$2,000,000 of federal funding from Metropolitan Council in 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable.

a critical component of the walking experience in Minneapolis.

There has been an increased focus on street crossings improvements in Minneapolis over the past few years, largely at signalized intersections. This includes pedestrian bumpouts, high visibility crosswalk markings, ADA accessible curb ramps, and Accessible Pedestrian Signals (APS). While these efforts have been successful at improving conditions for pedestrians, they have not addressed unsignalized intersections. There has been significant demand across the city for these types of street crossing improvements from the Pedestrian Advisory Committee, residents, neighborhood organizations, businesses, and others.

Projects were prioritized based on the City's Vision Zero initiative, crash data, equity criteria (using the 20 Year Streets Funding Plan equity scores, including community demographics and uses/modes), community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data.

On a scale of 1-5, this program has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program is citywide. The primary purpose of the Pedestrian Safety Program is to improve the pedestrian experience. Transit is a critical connection to the pedestrian realm. Planned transitways and existing transit routes will be considered in the selection and design of projects in the program.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the Pedestrian Safety Program will feature improvements to the pedestrian realm, including improved sidewalks, bumpouts, medians, crosswalks, APS, and providing ADA compliant curb ramps.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

As a citywide program, projects will take place in a variety of street types, including those with constrained right-of-way. Given the focus on improvements that will enhance crossing the street there is the potential of competition for space between different modes. There will be opportunities for innovation in design that will be based on the context of each project.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks

mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The existing maintenance budget will be used to maintain this new infrastructure.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

The existing maintenance budget will be used to maintain this new infrastructure.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

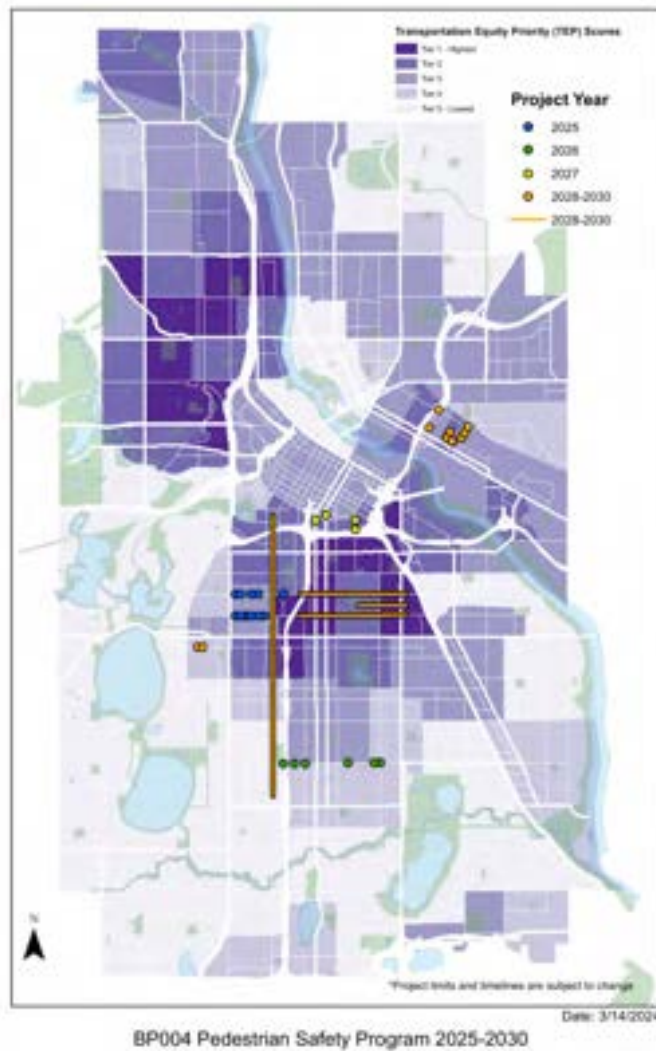
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

BP006 - 18th Ave NE Trail Gap

Project Details:

Project Start Date: 4/15/2028

Estimated Project Completion Date: 11/15/2028

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: Ex. 49 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673 -3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-trail/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$870,000

Project Location:

City Sector: East

Neighborhood(s) Located: Sheridan, Bottineau

Ward(s) Located: 3

Description of Location: Marshall St NE to California St NE

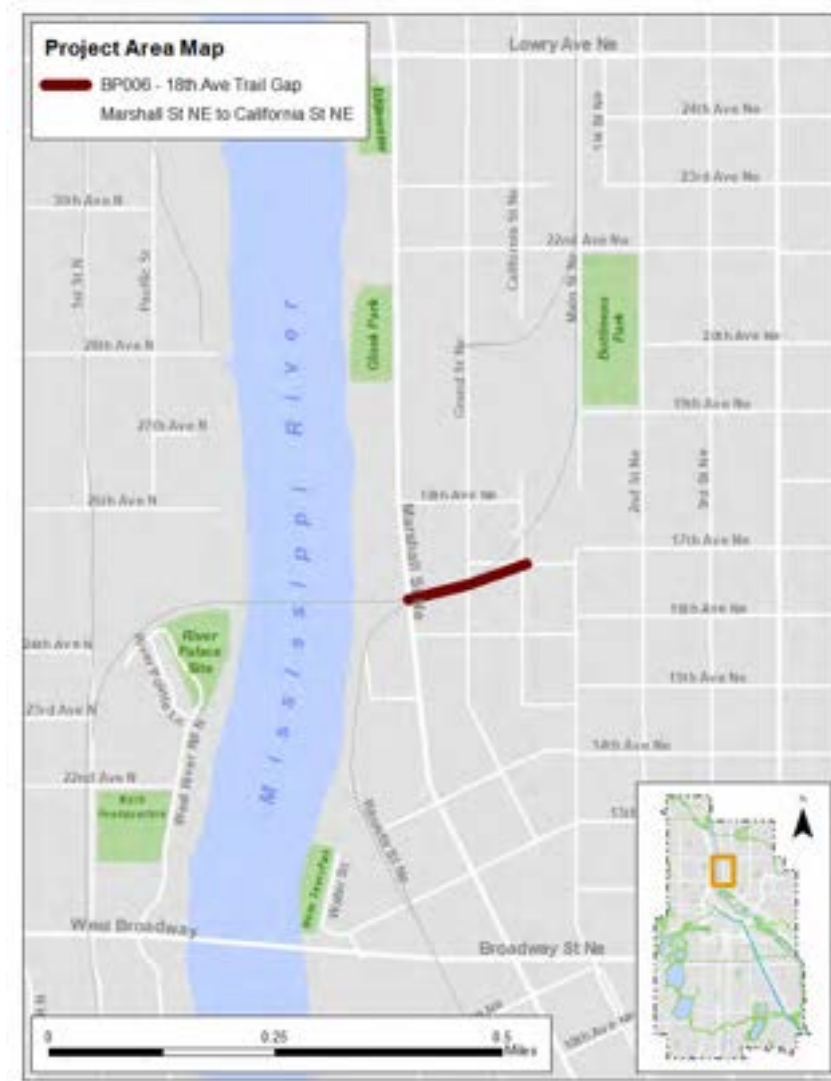
Project Description

The proposed project will acquire the necessary trail easements and construct an off-street trail to fill a trail gap along the 18th Ave NE corridor. The trail gap identified as part of this project will extend the existing trail between Marshall Street NE and California St NE, connecting the recently constructed East River Trail to the 18th Ave NE Trail. The proposed alignment will cross BNSF property between the remaining BNSF railroad tracks and the Xcel transmission lines. The project will include the acquisition of the necessary trail easements, construction of a new trail, ADA pedestrian ramps, lighting, and crossing treatments at Marshall Street NE. The project will also include new signage and new pavement markings as needed.

Purpose and Justification

This project is intended to improve a significant east/west bicycle/pedestrian trail system in Northeast Minneapolis. This project has long been identified as a gap and will provide a more direct connection between neighborhoods and riverfront trail along the Mississippi River. The purpose and justification for this project.

Project Visuals and Map



Project Funding and Cost Breakdown

BP006							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$870,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$870,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$217,500	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$565,500	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$87,000	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$870,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not Applicable. Once constructed, Public Works will use the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not Applicable

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the trail surface in good shape, which will be paid through the existing maintenance budget. No non-City funds are connected to this project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposed project will acquire the necessary trail easements and construct an off-street trail to fill a trail gap along the 18th Ave NE corridor. The trail gap identified as part of this project is identified as a Near Term Low Stress bike route on the All Ages and Abilities Network and will extend the existing trail between Marshall Street NE and California St NE, connecting the recently constructed East River Trail to the 18th Ave NE Trail. The proposed alignment will cross BNSF property between the remaining BNSF railroad tracks and the Xcel transmission lines. The project will include the acquisition of the necessary trail easements, construction of a new trail, ADA pedestrian ramps, lighting, and crossing treatments at Marshall Street NE. The project will also include new signage and new pavement markings as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve a significant east/west bicycle/pedestrian trail system in Northeast Minneapolis. This project has long been

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include BNSF. Collaboration with partners will focus on right of way ownership, acquisition of necessary transportation easements, and design treatments that work within an active rail corridor. The city will also be working with Hennepin County Public Works to determine the best crossing treatment at Marshall Street NE.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

identified in the City’s Bicycle Master Plan and will provide a more direct connection between neighborhoods and riverfront trail along the Mississippi River. The service level ranking for this project is not applicable.

Economic Development

Will the project contribute to growth in the City’s tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No, however the new trail will accommodate pedestrians and will be designed to ADA standards.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through the provision of a trail connection for people walking and biking with crosswalks, cross treatments, and providing ADA compliant curb ramps as a part of this project

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City’s:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

The proposed trail alignment is not within City right-of-way and would need an easement agreement to construct and operate in an existing railroad right of way.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the trail surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a one-year construction project. Spreading the construction over two or more years decreases the cost effectiveness of the project.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bottineau Neighborhood

- White: 64.1%
- Of Color: 34.4%
 - Black or African American alone: 25.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

Sheridan Neighborhood

- White: 71.6%
- Of Color: 23.3%
 - Black or African American alone: 14.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 4.3%
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP score tier 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

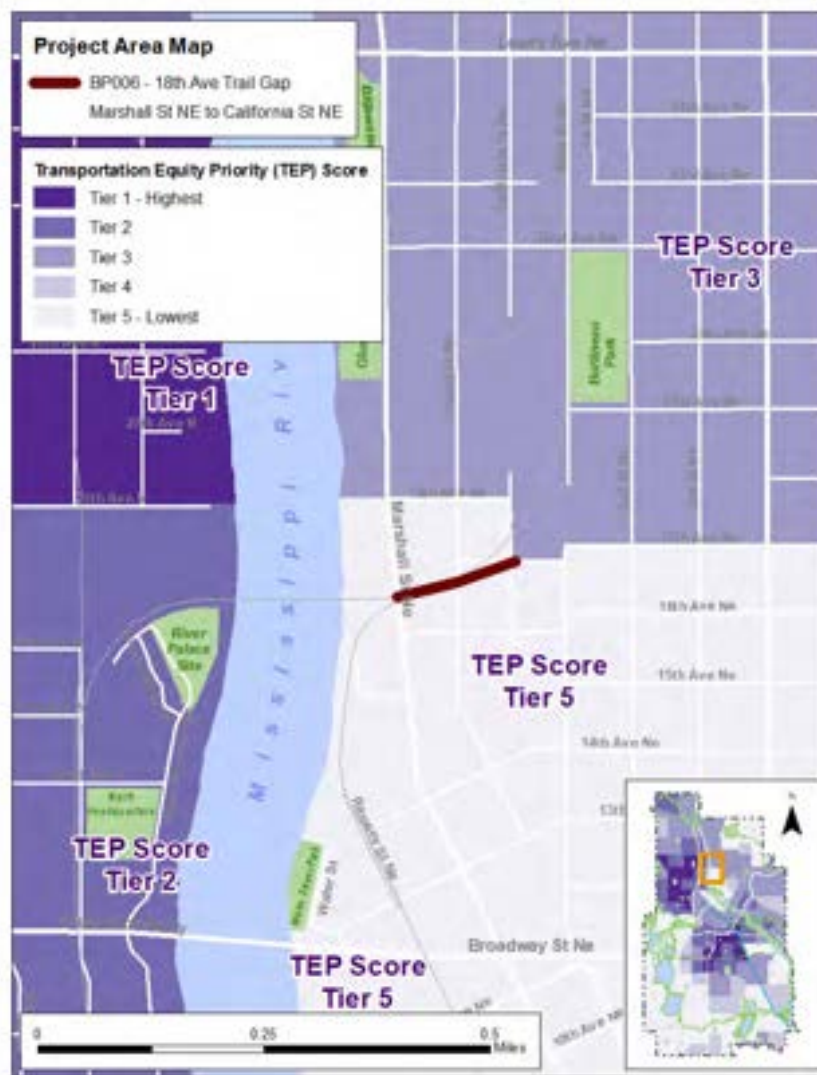
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

BP007 - Northside Greenway

Project Details:

Project Start Date: 4/15/2026

Estimated Project Completion Date: 11/15/2028

Ongoing Program: Y

Current Phase: Planning

Level of Need: Important

Department Priority: 45 of 62

Submitting Agency: Public Works

Contact Person: Peter Bennett

Contact Phone Number: (612) 673-2460

Contact Email: peter.bennett@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/greenway-project/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$13,016,000

Project Location:

City Sector: North

Neighborhood(s) Located: Webber-Camden, Folwell, Jordan, Near North, Harrison, and Sumner-Glenwood

Ward(s) Located: 4, 5

Description of Location: Humboldt Ave N and Irving Ave N between 44th Ave N and 4th Ave N/Van White Memorial Blvd.

Project Description

The project will create a neighborhood greenway along Humboldt/Irving Ave N for approximately four miles in North Minneapolis, extending from 44th Ave N to 4th Ave N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction and/or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA improvements to intersection receiving substantial upgrades. Project treatments and improvements include, but are not limited to signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.

Purpose and Justification

This project is intended to improve the right of way for all users while prioritizing and optimizing travel for people walking, bicycling, and rolling. Since 2012, the Departments of Health and Public Works at the City of Minneapolis have been exploring the possibility of converting low-volume streets in North Minneapolis into a greenway. In 2016, the Health Department and Public Works installed a year-long temporary greenway on five blocks of the proposed Northside Greenway route (36th Ave N to 30th Ave N) and conducted an extensive evaluation of the project. The Northside Greenway is proposed to provide a designated low

stress corridor to pedestrians, bicyclists of all ages and abilities, connecting people to destinations, while increasing safety for all users.

Project Visuals and Map



Project Funding and Cost Breakdown

BP007	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$4,189,000	\$0	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$2,866,000	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$3,361,000	\$0	\$2,600,000	\$0	\$0
REVENUES	\$0	\$0	\$7,550,000	\$0	\$5,466,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$1,887,500	\$0	\$1,366,500	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$4,907,500	\$0	\$3,552,900	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$755,000	\$0	\$546,600	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$7,550,000	\$0	\$5,466,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The Northside Greenway project is called for in the Transportation Action Plan (TAP), Strategy 1, Bicycling 1.1. The condition of the existing asset or intersection being addressed in BP007 is not only measured in terms of remaining life, but in how effectively it supports the City's traffic safety, accessibility, and equity goals. Improvements made through BP007 are prioritized based on the City's Vision Zero initiative, crash data, equity criteria, grant opportunities, community feedback, recommendations from the City's Pedestrian and Bicycle Advisory Committees, and other qualitative data. These improvements are designed to enhance the experience of those who are walking, biking, and rolling in Minneapolis.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Pavement along this corridor contains ratings ranging from "good" to poor." Characteristics of pavement in this condition include:

- Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.
- Fair pavement is characterized by moderate cracking moderate wearing on the pavement surface, infrequent potholes, ride quality is average.
- Good pavement is characterized by few narrow cracks, slight wear on the surface and a smooth ride quality.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

It is Public Works' goal to maintain a good state of repair through preventative maintenance activities. Deferring the projects in this program will lead to deteriorating condition of pedestrian and bicycle infrastructure and will prevent the implementation of the needed safety improvements.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. This project does not leverage any additional non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The project will create a neighborhood greenway along Humboldt/Irving Ave N for approximately four miles in North Minneapolis, extending from 44th Ave N to 4th Ave N. This segment is currently a low volume residential street that connects several schools and parks. The corridor will receive a range of different treatments block to block, including bicycle boulevard treatments, intersection improvements, partial reconstruction and/or full reconstruction. Some blocks may limit or remove motor vehicle access, others may narrow the vehicular travel space by half, and other blocks could primarily focus on intersection treatments such as curb extensions, median refuge islands and traffic circles. The project will also include ADA improvements to intersection receiving substantial upgrades. Project treatments and improvements include, but are not limited to signing, striping, bicycle paths, sidewalks, traffic circles, diverters, medians, flashing beacons, and ADA pedestrian ramps.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City received \$4,188,954 of federal funding from Metropolitan Council in 2026 via Regional Solicitation for Phase 1 of the project from 44th Ave N to 26th Ave N and recently applied for funding for Phase 2 of the project from 26th Ave N to 4th Ave N.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This project will coordinate with Hennepin County for several road crossings, the Minneapolis Park and Recreation Board (MPRB) to connect to several parks, and the Metropolitan Council for a crossing of the planned Blue Line Extension project

Describe any inclusion of public art with the project or collaboration with Art in Public Places

This project has received a \$25,000 planning grant to work with the Art in Public Places program, with the goal of including public art in the final capital project.

delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right of way for all users while prioritizing and optimizing travel for people walking, bicycling, and rolling. Since 2012, the Departments of Health and Public Works at the City of Minneapolis have been exploring the possibility of converting low-volume streets in north Minneapolis into a greenway. In 2016, the Health Department and Public Works installed a year-long temporary greenway on five blocks of the proposed Northside Greenway route (36th Ave N to 30th Ave N) and conducted an extensive evaluation of the project. The Northside Greenway is proposed to provide a designated, low stress corridor to pedestrians, bicyclists of all ages and abilities, connecting people to destinations, while increasing safety for all users.

On a scale of 1-5, this project has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

There is no transit service using the low-volume residential streets on the planned route for the Northside Greenway. The Metro C and D lines are parallel and intersect with the route. Connecting the greenway to these transit lines and the planned Blue Line Extension will be a focus of the project planning effort.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin in spring or summer 2024.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Webber-Camden Neighborhood

- White: 31.4%
- Of Color: 65.1%
 - Black or African American alone: 36.0%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 7.9%
 - Other alone: Suppressed
 - Two or more races alone: 4.0%
- Hispanic or Latino (of any race): 18.6%

Folwell Neighborhood

- White: 32.9%
- Of Color: 65.8%
 - Black or African American alone: 35.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 15.4%
 - Other alone: Suppressed
 - Two or more races alone: 7.5%
- Hispanic or Latino (of any race): Suppressed

Jordan Neighborhood

- White: 16.9%
- Of Color: 81.4%
 - Black or African American alone: 41.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 14.5%
 - Other alone: Suppressed
 - Two or more races alone: 7.9%
- Hispanic or Latino (of any race): 17.3%

Near North Neighborhood

- White: 16.8%
- Of Color: 82.3%
 - Black or African American alone: 61.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 8.5%
 - Other alone: Suppressed
 - Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.1%

Harrison Neighborhood

- White: 29.7%
- Of Color: 64.1%
 - Black or African American alone: 47.8%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 7.4%
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

Sumner-Glenwood Neighborhood

- White: 8.0%
- Of Color: 92.0%
 - Black or African American alone: 74.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most

impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

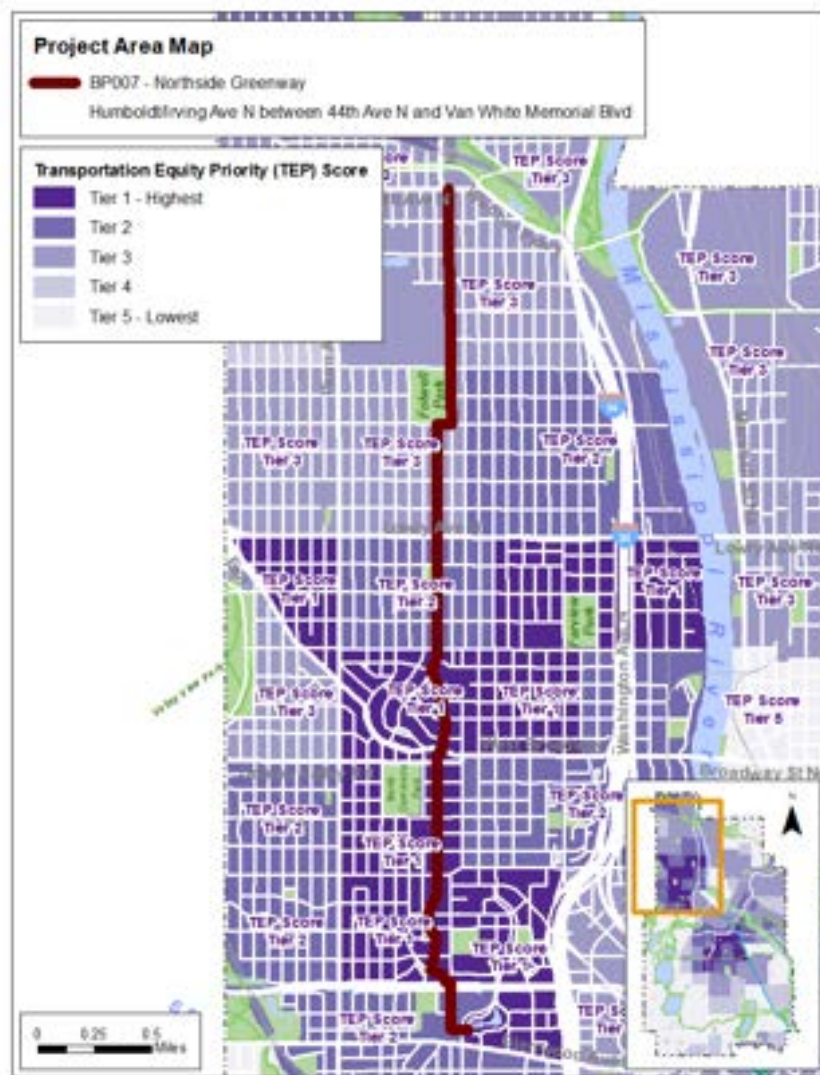
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

BP008 - Public Space Program

Project Details:

Project Start Date: 4/15/2028

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning

Level of Need: Important

Department Priority: 26 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations
Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

This program will implement mobility hubs, parklets and plazas as recommended in the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. The Public Spaces program will support safety and equity goals that prioritize improvements to transit nodes and underutilized spaces that are natural gathering areas in communities. Improvements will activate space and reflect the unique characteristics of the communities they are located in. These spaces will utilize features such as curbs, medians, bollards/flexible traffic posts, planters, parklets, seating, tables, lockers, micromobility, bike racks, sidewalk amenities, informational signs, shelters, artwork, trees, green infrastructure, lighting, signage, shared lockers, or other vertical features.

Purpose and Justification

In the summer of 2019, the City of Minneapolis launched a mobility hub pilot program to increase access to convenient, low or no carbon transportation options, including transit, shared scooters, and bikes. In 2020, the second year of the Mobility Hub pilot expanded the number of locations and included an ambassador program. The pilot ambassador program established a foundation for community relationships to be nurtured through continued partnership. The mobility hub pilot also demonstrated a strategy for how we can substantively increase access to convenient, low or no carbon transportation options, with special attention to access and convenience in communities of color. The Public Space program provides an opportunity to address historical inequities in the development of public space and transportation access points. New types of infrastructure and placemaking investment will enable access to the increasing number of modes needed to make Minneapolis easier and more attractive to traverse.

When creating the 2025-2030 CIP, Public Works prioritized funding projects that are already underway with planning and design, as well as those with time-bound, outside funding sources. This resulted in constraints

to fund all projects and programs in line with historic service levels particularly in 2028. The supplemental funding request reflects Public Works commitment to delivering projects in alignment with historic service levels within this program in future years.

Project Visuals and Map

Project Title: Public Spaces Program



Plaza enhancement at underused concrete island



In-street plaza and mobility hub



Mobility hub near a bus rapid transit station



Minneapolis
City of Lakes

Mobility hub
at a Nice Ride
bike station



BP008 Public Spaces Program

Project information is subject to change.

Project Funding and Cost Breakdown

BP008							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000

602

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
REVENUES	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$62,500	\$62,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$162,500	\$162,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$25,000	\$25,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$250,000	\$250,000

Supplemental Project Funding and Cost Breakdown

BP008 Supplemental Request

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$62,500	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$162,500	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

BP008 is following guidance from the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. Spaces identified for BP008 will be considered via a variety of factors, only one of which is the street and trail condition. The condition of the existing asset or the intersection/street being addressed via BP008 is not necessarily measured in terms of remaining life, but by selection criteria that prioritizes areas that are considered transit nodes and/or underutilized spaces and that support the City's safety and equity goals.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Asset condition will vary based on project location. Asset condition is based on useability of transit nodes and proximity of underutilized gathering spaces within communities citywide. This program will concentrate improvements in areas with documented historic inequities in the development of public space as defined by the Racial Equity for Transportation, the Transportation Action Plan, and other City plans and policies.

What is the expected useful life of the project/improvement?

Asphalt Resurfacing / Concrete Rehabilitation extend the life of the pavement by at least 10-15 years. Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained. For permanent features, the expected useful life is at least 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Not Applicable.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Preventative maintenance treatments will be needed to keep the public spaces in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will implement mobility hubs, parklets and plazas as recommended in the Transportation Action Plan's Technology, Design and Freight sections, and as listed in action 1.3, 3.1, and 2.2, 5.2 and 1.3 respectively. The Public Spaces Program will support safety and equity goals that prioritize improvements to transit nodes and underutilized spaces that are natural gathering areas in communities. Improvements will activate space and reflect the unique characteristics of the communities they are located in. These spaces will utilize features such as curbs, medians, bollards/flexible traffic posts, planters, parklets, seating, tables, lockers, micromobility and bike racks, sidewalk amenities, informational signs, shelters, artwork, trees, green infrastructure, lighting, signage, shared lockers or other vertical features.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

In the summer of 2019, the City of Minneapolis launched a mobility hub pilot program to increase access to convenient, low or no carbon

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

transportation options, including transit, shared scooters, and bikes. In 2020, the second year of the Mobility Hub pilot expanded the number of locations and included an ambassador program. The pilot ambassador program established a foundation for community relationships to be nurtured through continued partnership. The mobility hub pilot also demonstrated a strategy for how we can substantively increase access to convenient, low or no carbon transportation options, with special attention to access and convenience in communities of color. The Public Space program provides an opportunity to address historical inequities in the development of public space and transportation access points. New types of infrastructure and placemaking investment will enable access to the increasing number of modes needed to make Minneapolis easier and more attractive to traverse.

On a scale of 1-5, this project has a service level between 4 and 5.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Implementing the Public Spaces program will encourage community involvement and support moderate tax base growth by encouraging more community engagement and activity.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Many of these locations will be in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Mobility hubs, plazas, and parklets are part of an overall strategy to improve multimodal transportation choices in Minneapolis.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists - these projects will enhance access and comfort along multi-modal facilities.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Public Works is still assessing the costs of maintenance for public spaces. A pilot feasibility study was conducted in 2019. Public Works is having ongoing discussions regarding the appropriate level of maintenance for public spaces, particularly for winter operations including plowing.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Maintenance costs for public spaces will vary depending on the type of facility installed. Public Works has calculated estimates for annual maintenance of public spaces, although it is based on a very small sample of locations and does not

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

include an extended history of seasonal weather events. As more public spaces projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

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Projects have not yet been selected but projects will be considered in or border, Census tracts with TEP scores in all tiers.

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Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

BR101 - Major Bridge Repair and Rehabilitation

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant / Important

Department Priority: 2 of 62

Submitting Agency: Public Works

Contact Person: Tracy Lindgren

Contact Phone Number: (612) 290-5898

Contact Email: tracy.lindgren@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-bridge-repair/>

Prior year(s) funding amounts: \$400,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

This program encompasses the rehabilitation and major repairs of existing City bridges to extend the operational life of the bridge structures. Candidates are chosen based on public safety and cost effectiveness of the improvements being made. This program will rehabilitate and make major repairs to bridge decks, railings, sidewalks, abutments, piers, approaches, and other various components associated with bridges. Tunnels that are directly underneath and support a roadway are also managed as bridges. Typical methods utilized include repairs of bridge decks, replacement of bearings and expansion joints, bridge approach replacement, sidewalk and curb replacement, railing replacement, beam repair, repairs of delaminated concrete on the structure, corrosion mitigation, pavement striping, and painting of steel beams to extend their longevity.

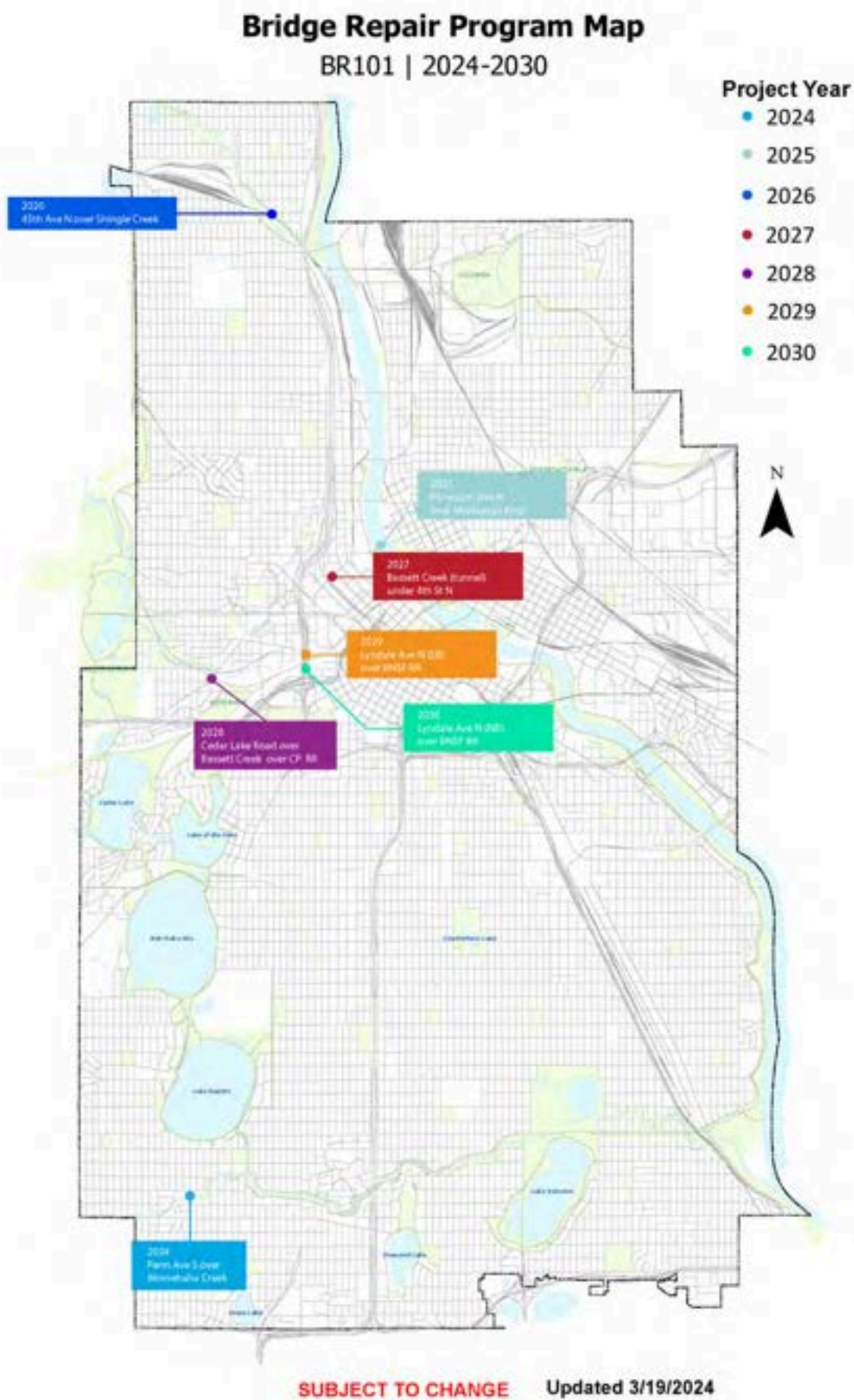
Purpose and Justification

These major repair and rehabilitation expenses are relatively small and significantly extend the operational life of the much larger bridge asset. Consequently, the benefits of extending the operational life of the City's bridge inventory through major repair and rehabilitation is realized through this program.

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope to stay within the available funding, resulting in less work year over year despite steady funding. This creates challenges for Public Works to deliver the right project at the right time as project costs have

continued to increase. Public Works is proposing this additional funding to deliver projects more in line with the historic level of service achieved by this program

Project Visuals and Map



Write a title for the content below

BR101							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
REVENUES	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
Expenses							
DANDPM - Design and Project Management	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
CONSTC - Construction Costs	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000	\$260,000
GOVER - General Overhead	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
EXPENSES	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000

Supplemental Project Funding and Cost Breakdown

BR101 Supplemental Request							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
REVENUES	\$0	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000
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DANDPM - Design and Project Management	\$0	\$0	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
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EXPENSES	\$0	\$0	\$400,000	\$400,000	\$400,000	\$400,000	\$400,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Not Applicable.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This program funding is used on bridges in good condition

What is the expected useful life of the project/improvement?

20 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The costs of deferring a bridge maintenance can vary depending on the specific circumstances and the condition of the bridge. Here are some potential costs that could arise from not funding bridge maintenance: increased future maintenance costs, safety risks, decrease lifespan, traffic disruptions.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This program funds long term maintenance needs on the City's bridge system. This program pays for major repair and rehabilitation work that is beyond the scope of annual maintenance funding. It allows for the bridge maintenance effort to focus on minor repairs and cleaning instead of major repairs and rehabilitation of the City's bridges.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The bridge asset needs to adhere to regulatory, industry and environmental standards and guidelines. The city is conducting regular structural inspections to evaluate the bridge's condition, identifying any deficiencies or areas of non-compliance with regulatory and industry standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

On a scale of 1-5, the service level is a 3. The asset works, but not well. Proactive maintenance activities to address minor issues before they escalate into major problems, such as cleaning, vegetation control, expansion joint maintenance, patching, sealing, minor repairs, etc. These maintenance tasks are essential for preserving the structural integrity, functionality, safety, longevity of bridges and would maintain an elevated service level.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Not Applicable.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not Applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not Applicable.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Reduce.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Cost impacts represent an analysis of "Routine Bridge Maintenance" expenses.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Any unspent balance will be reallocated to current and future program years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The size and scope of the work can be adjusted to utilize available funds.

Minneapolis City Goals

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- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

The proposed funding level will allow for major repair and rehabilitation work that was beyond the scope of annual maintenance funding. This program allows for system-wide bridge deck major repairs to be undertaken, as well as major repair and rehabilitation of bridge piers, columns, sidewalks, and railings. These benefits will be realized at a later date when reductions of “Bridge Sufficiency Ratings” are minimized. This program allows for the bridge maintenance effort to focus on minor repairs and cleaning instead of major repairs and rehabilitation of the City’s bridges.

BR127 - Nicollet Ave over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2027

Estimated Project Completion Date: 11/15/2028

Ongoing Program: N

Current Phase: Design

Level of Need: Critical

Department Priority: 3 of 62

Submitting Agency: Public Works

Contact Person: Ahmed Omar

Contact Phone Number: (612) 673-3612

Contact Email: ahmed.omar@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-ave-bridge/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$58,250,000

Project Location:

City Sector: Southwest

Neighborhood(s) Located: Tangletown

Ward(s) Located: 11

Description of Location: Nicollet Avenue over Minnehaha Creek

Project Description

This project proposes the major repair and renovation of the Nicollet Avenue South Bridge over Minnehaha Parkway and Minnehaha Creek. The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. The original bridge was built in 1923 and renovated in 1974. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.

Purpose and Justification

The existing bridge has a current Sufficiency Rating of 56.6. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being "poor," 5 to 6 being "fair," and 7-9 being "good." The existing Bridge rates "fair" in this category which requires major rehabilitation work.

The expansion joints at each of the arch spans are the primary cause of structural distress. Moisture and salts are penetrating these joints and causing significant chloride contamination of the concrete superstructure. These joints should be replaced with new waterproof expansion joints.

Concrete delamination is evident throughout the superstructure and areas may pose a threat to loosen and broken concrete falling. All areas of concrete delamination should be removed, the underlying surfaces

repaired, and the concrete replaced. In addition, all damaged concrete pier caps at joint locations should be removed and replaced. Concrete deck replacement or concrete overlay may also be needed

Project Visuals and Map

NICOLLET AVE S OVER MINNEHAHA CREEK







Major Crack & Concrete Deterioration on Arch Rib





Project Location

Project information is subject to change.

BR127 Nicollet Ave S over Minnehaha Creek

Write a title for the content below

BR127								
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
Revenues								
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$7,000,000	\$0	\$0	\$0	

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$31,835,000	\$0	\$0	\$0
321500 - State Govt Grants & Shared Rev	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$4,000,000	\$4,555,000	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$10,860,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$42,835,000	\$15,415,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$10,708,750	\$3,853,750	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$27,842,750	\$10,019,750	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$4,283,500	\$1,541,500	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$42,835,000	\$15,415,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The existing bridge has a current Sufficiency Rating of 65.8. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” The existing Bridge rates “fair” in this category which requires major rehabilitation work.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public works uses the Minnesota bridge inspection report to assess condition of bridges in the city of Minneapolis, in which a host of bridge elements are identified, quantified, and rated based on each elements condition. The bridge has a current Sufficiency Rating of 65.8. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the 50 years expected useful life of the structure.

What is the expected useful life of the project/improvement?

Major bridge Rehabilitation extend the life of the bridge by at least 25-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to?

Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The existing bridge is a 16-span open-spandrel concrete arch bridge, 818 feet long and 63 feet wide. Currently serves as a connector with 7 bike lanes and a raised 12' sidewalks on both sides of the bridge, and 11' two-way traffic lanes. Nicollet Avenue South (Municipal State Aid Route #430) carries an average daily traffic count of 13,900 vehicles across the bridge.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The existing bridge has a current Sufficiency Rating of 65.8. Although the bridge does not need to be replaced, numerous bridge components are significantly deteriorated, in poor condition and should be repaired or replaced in order to extend the useful life of the structure. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck, superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being "poor," 5 to 6 being "fair," and 7-9 being "good." The existing Bridge

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Yes. Federal funding through Metropolitan Council's Regional Solicitation secured in the amount of \$7,000,000 in year 2027, city has and will continue actively pursue other federal funding and State Bridge Bond.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

See answer above.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This Project partners with MnDOT State Aid, Minneapolis Park and Recreation Board, Metro Transit, Minnehaha Creek Watershed District, and neighborhood groups. Collaboration with partners will focus on construction activities, detour of vehicular and multi modal system users.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

rates “fair” in this category which requires major rehabilitation work.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City’s tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, Nicollet Avenue South is served by Metro Transit Bus route 18. Rehabilitation of the bridge will ensure continued transit connectivity along this route.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City’s:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This Project partners with MnDOT State Aid, Minneapolis Park and Recreation Board, Metro Transit, Minnehaha Creek Watershed District, and neighborhood groups. Collaboration with partners will focus on construction activities, detour of vehicular and multi modal system users.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Design is underway for construction in 2027.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Tangletown

- White: 82.2%
- Of Color: Suppressed
 - Black or African American alone: 8.2
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 3.8%
- Hispanic or Latino (of any race): 3.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

BR133 - Cedar Lake Road Bridge

Project Details:

Project Start Date: 4/15/2027

Estimated Project Completion Date: 11/15/2027

Ongoing Program: N

Current Phase: Design

Level of Need: Significant

Department Priority: 4 of 62

Submitting Agency: Public Works

Contact Person: Abdullahi Abukar

Contact Phone Number: (612) 673-2463

Contact Email:

abdullahi.abukar@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/lake-rd-bridge/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$9,430,000

Project Location:

City Sector: North

Neighborhood(s) Located: Bryn Mawr, Harrison

Ward(s) Located: 5, 7

Description of Location: Cedar Lake Road Bridge
(Over BNSF Railroad)

Project Description

The proposed project will reconstruct approximately 280' of Cedar Lake Road Bridge over BNSF between Morgan Ave S and Cedar Lake Road Bridge over CP Rail and Bassett Creek. Currently, the corridor includes 142' foot bridge that spans over BNSF railroad. The approach road includes at grade unprotected bike lanes in both directions, two vehicular lanes and sidewalks on both sides of the roadway. The area along the project corridor includes residential single-family homes, park area owned and operated by the Minneapolis Park & Recreational Board, and BNSF Railway undercrossing. The bridge currently has a width restriction of 36 feet and a load posting of 20 Tons due to deficiencies in the substructure and superstructure. The project is a bridge reconstruction project involving the entire right-of-way and will include bridge replacement, new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include lighting improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

The bridge over the BNSF railroad is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. This bridge is owned by the BNSF railroad. The City is responsible for routine bridge maintenance under an existing maintenance agreement with BNSF. A Bridge condition rating for the Deck, Superstructure and substructure are "5", "5" and "4" respectively. Conditions are on a 0 to 9 scale, with 0 to 4 being "poor," 5 to 6 being "fair," and 7-9 being "good."

The Cedar Lake Bridge over BNSF rates “Fair”, this structure has a timber piling which requires a major maintenance to extend the life of the Bridge and it is prudent to replace the whole structure and able to accommodate potential non-motorized use. This project also provides an opportunity to improve the pedestrian realm by improving the bicycle facility, and ADA ramps. This corridor serves an estimated 460 people walking, 160 people biking, and 1500 people driving per day.

Project Visuals and Map

CEDAR LAKE ROAD BRIDGE



Project information is subject to change.

BR133 Cedar Lake Road Bridge

Project Funding and Cost Breakdown

BR133							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$4,263,000	\$0	\$0	\$0
322500 - Other Local Governments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322502 - Other Local Payments	\$0	\$0	\$0	\$1,375,000	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$3,792,000	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$9,430,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$2,357,500	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$6,129,500	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$943,000	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$9,430,000	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 70 years with properly timed maintenance and repair. Public Works manages the local bridges based upon the expected bridge life span through a series of reoccurring inspection and maintenance such as deck overlay joint rehabilitation, other maintenance treatments that extend the functional lifespan of the City's bridges.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public works uses the Minnesota bridge inspection report to assess condition of bridges in the city of Minneapolis, in which a host of bridge elements are identified, quantified, and rated based on each elements condition. The bridge is currently adequate and in fair standing according to the bridge inspection report; but a timber bridge has a shorter life span than a concrete bridge and it is nearing its functional life span. Rehabilitation will not be a sufficient option on a timber bridge greater than 30 years old A load rating has already been posted and soon the bridge will require major rehabilitation if not replaced

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 70 years Major bridge Rehabilitation extend the life of the bridge by at least 25-30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Cedar Lake Road Bridge over BNSF currently serves as a connector bike path with 5' bike lanes on both sides of the bridge. Cedar Lake Road is not currently on the pedestrian priority network, and the facility for pedestrians has been closed due to deterioration of the bridge. The street currently does not have planned transit operating on the corridor.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service for this project entails a full bridge replacement with upgrades to the pedestrian realm. The bridge over the BNSF railroad is a seven span timber beam bridge that was built in 1941. The bridge is 142 feet long and 51 feet wide. The bridge has a sufficiency rating of 65.1. This bridge is owned by the BNSF railroad. The City is responsible for routine bridge maintenance under an existing maintenance agreement with BNSF. A Bridge condition rating is in the process of replacing the Sufficiency Rating with National Bridge Inventory (NBI). This new rating separately rates bridge deck,

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

An application for federal funding through the Metropolitan Council's Regional Solicitation has been submitted. By July we will know if the application was successful.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include BNSF. Collaboration with BNSF will focus on upgrading the grade separation and transferring ownership of the bridge to City of Minneapolis. The project will also coordinate with Minneapolis Park & Recreation Board and the MnDOT.

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable.

superstructure, and substructure conditions, on a 0 to 9 scale, with 0 to 4 being “poor,” 5 to 6 being “fair,” and 7-9 being “good.” The Cedar Lake Bridge over BNSF rates “Fair”, this structure has a timber piling which requires a major maintenance to extend the life of the bridge and it is prudent to replace the whole structure and able to accommodate potential non-motorized use.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

No. Railroad standards have been updated since this bridge was erected in 1941. The new vertical clearance requirement for spanning a BNSF railroad corridor requires the current bridge to be raised over 4' to accommodate. This creates a constrained condition within the right of way to meet the required vertical clearance and meet ADA guidelines.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Engagement is currently underway.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bryn-Mawr Neighborhood

- White: 89.9%
- Of Color: Suppressed
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 4.5%
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

BR134 - Bridge 9 Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2027

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Critical

Department Priority: 5 of 62

Submitting Agency: Public Works

Contact Person: Petru Vizoli

Contact Phone Number: (612) 673-2368

Contact Email: petru.vizoli@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/9/>

Prior year(s) funding amounts: \$3,800,000

Total project cost (all years): \$24,430,000

Project Location:

City Sector: Downtown East

Neighborhood(s) Located: Cedar Riverside, University

Ward(s) Located: 2

Description of Location: Over the Mississippi River, south of I-35W bridge and 10th Ave S bridge

Project Description

Bridge No. 9 was constructed in 1922 by the Northern Pacific Railroad to carry freight railroad tracks over the Mississippi River. Portions of a preceding structure, constructed in the late 1800's, were used for the 1922 replacement. This bridge is commonly known as Bridge No. 9, based on its Northern Pacific Railroad nomenclature.

Following acquisition of the bridge by the City of Minneapolis in 1986 and conversion to pedestrian use in 1999, the bridge currently provides a Mississippi River crossing for the Minneapolis bicycle trail system adjacent to the University of Minnesota East and West Bank campuses. This bridge connects the Bluff Street Trail to the Dinkytown Greenway, serving connections between downtown Minneapolis to the University of Minnesota. Estimated daily trips (EDT) for 2018 were 1,450 for bicyclists and 540 for pedestrians.

In 1994, Bridge No. 9 was determined to be eligible for the National Register of Historic Places under Criterion A as a Community Planning and Development project that has made a significant contribution to the broad patterns of Minneapolis history.

The main spans are two 245-foot deck trusses. Three curved, riveted, steel plate girder approach spans are located on the west side and two steel, riveted plate girder approach spans are located on the east side. The total length of the bridge is 952 feet. The deck width is 27 feet at the two truss spans (Span 3 and Span 4). The east approach spans (Span 1 and Span 2) and the west approach spans (Span 5, Span 6 and Span 7) have a 30-foot deck width. The two truss spans were originally constructed with an open tie deck. The ties were replaced with a concrete deck when the pedestrian conversion was completed in 1999. The original ballast deck approach spans on both sides remained with bituminous pavement replacing the rail and ballast.

Purpose and Justification

The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life”. Public Works recognizes the impact of racism in transportation systems and this project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful planning and design

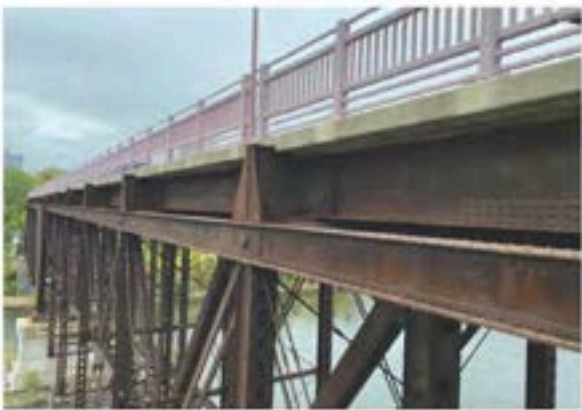
In 2012, Critical Findings related to Pier 2 and Pier 4 were discovered and led to immediate emergency repairs. Repairs at Pier 3 began in 2014 and were completed in 2015 Repairs at Pier 6 and 7 were completed in 2020 , Pier 5 in 2022 , Pier 2 and East Bluff Stabilization in 2023.

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher priorities These priorities may change as the bridge condition is reassessed annually during regular bridge inspections The paramount objective is to maintain a high level of bridge safety

Abutment 1 wingwalls reconstruction and approach decks (east and west side) replacement are considered priority 1 in 2024 and 2025.

Project Visuals and Map

BR134
BRIDGE NO. 9 PROGRAM



Project information is subject to change.

BR134 Bridge No. 9 Program

Project Funding and Cost Breakdown

BR134							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
391002 - Net Debt Bonds Issued	\$3,800,000	\$2,300,000	\$4,750,000	\$5,620,000	\$0	\$0	\$0
REVENUES	\$3,800,000	\$2,300,000	\$4,750,000	\$5,620,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$950,000	\$575,000	\$1,187,500	\$1,405,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$2,470,000	\$1,495,000	\$3,087,500	\$3,653,000	\$0	\$0	\$0
GOVER - General Overhead	\$380,000	\$230,000	\$475,000	\$562,000	\$0	\$0	\$0
EXPENSES	\$3,800,000	\$2,300,000	\$4,750,000	\$5,620,000	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair. It is estimated that the expected useful life of the rehabilitated Bridge #9 to be around 50 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Bridge #9 is Poor Condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years. Bridge Rehabilitation extends the life of the bridge elements that were repaired by at least 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge; maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The trail on the bridge currently operates as a 2 ways shared bike and pedestrian facility and is not planned to have transit operating on the corridor. The bridge is identified along Existing High Frequency Transit Network bike route in the Transportation Action Plan. Estimated daily trips (EDT) for 2018 were 1,450 for bicyclists and 540 for pedestrians. The bridge is not along a commercial corridor and does not have freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

In 2012, Critical Findings related to Pier 2 and Pier 4 were discovered and led to immediate emergency repairs. Repairs at Pier 3 began in 2014 and were completed in 2015. Repairs at Pier 6 and 7 were completed in 2020, Pier 5 in 2022, Pier 2 and East Bluff Stabilization work in 2023.

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No grants or non-city funding has been secured at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include: University of Minnesota and Minneapolis Park and Recreation Board. Collaboration with partners will focus on:

- University temporary construction license that the city requested for the use of the University's Property in the "Bridge Work and Staging Areas" and the "Access Routes"
- Collaboration with MPRB for the potential detour of vehicles, bicyclists and pedestrians in the bridge work and staging areas.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher priorities. These priorities may change as the bridge condition is reassessed annually during regular bridge inspections. The paramount objective is to maintain a high level of bridge safety.

Full service level for this project would entail to have an NBI condition rating rated as in good condition for all bridge elements. At the current time the asset works but needs priority rehabilitation work. The current NBI bridge condition rating for Bridge #9 is Poor Condition.

Abutment 1 wingwalls reconstruction and approach decks (east and west side) replacement are considered priority 1 in 2024 and 2025.

On a scale of 1-5, this program has a service level between 1 and 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No, Bridge # 9 is not on an existing or planned transitway, transit route. It is a high-volume non-motorized river crossing bridge.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists. Bridge #9 has provided a significant bicycle and pedestrian connection between Downtown and the University of Minnesota. Pedestrian and bicyclists will benefit from the preservation of this crucial Mississippi River crossing. The City's off-street trail facility over the Mississippi River provides a convenient and attractive alternative for local residents and University of Minnesota students and employees to travel between the Cedar Riverside Neighborhood on the West Bank to the U of M in the East Bank

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No, the right-of-way is not constrained by the width of the bridge. There should be sufficient width to accommodate all necessary modes.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?
(\$4,500)

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This project requires major rehabilitation and it is not economical for city maintenance crew to perform rehabilitation work. The amount is an average based on actual costs tracked in the finance system for maintenance work on the bridge which were provided by the Bridge Maintenance Foreman.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:
Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:
Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:
Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:
This project has been ongoing for multiple years and is completing individual project elements each construction season.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:
For annual programs such as BR134, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Cedar Riverside Neighborhood

- White: 27.1%
- Of Color: 72.1%
 - Black or African American alone: 55.6%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 9.5%
 - Other alone: Suppressed
 - Two or more races alone: 4.1%
- Hispanic or Latino (of any race): 1.9%

University of Minnesota Neighborhood

- White: 75.1%
- Of Color: 21.9%
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 14.0%
 - Other alone: Suppressed
 - Two or more races alone: 4.5%
- Hispanic or Latino (of any race): 4.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel

2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

BR135 - Pillsbury Ave S over Midtown Greenway

Project Details:

Project Start Date: 4/15/2026

Estimated Project Completion Date: 11/15/2026

Ongoing Program: N

Current Phase: Planning

Level of Need: Critical

Department Priority: 6 of 62

Submitting Agency: Public Works

Contact Person: Petru Vizoli

Contact Phone Number: (612) 673-2368

Contact Email: petru.vizoli@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/bridge-midtown-greenway/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$8,100,000

Project Location:

City Sector: Southwest

Neighborhood(s) Located: Whittier

Ward(s) Located: 10

Description of Location: Pillsbury Ave. S. over Midtown Greenway

Project Description

The proposed project will reconstruct the existing Pillsbury Ave S bridge which is a three span, cast-in-place concrete beam structure built in 1914. Currently the superstructure has a NBI condition rating of 5 which would be described as fair condition. The NBI rating for substructure is 4 which would be described that the bridge is in poor condition. Soon the structure is approaching replacement status. The deficient items on the bridge are the superstructure and the substructure. Currently the bridge carries vehicles, pedestrians and bicyclists and the cross section consist of one driving lane and one sidewalk in both directions. The bridge does not carry a dedicated bike trail.

The land use by the bridge is comprised of residential properties along Pillsbury Ave S and Hennepin County Rail Road Authority (HCRRA) under the bridge. Hennepin County Rail Road Authority (HCRRA) owns the Midtown Greenway which crosses under the bridge.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1914.

The bridge is currently 110 years old and approaching a deficiency rating requiring replacement. The current status of the bridge is functionally obsolete and the most cost effective method to rehabilitate the bridge is replacement.

This corridor serves an estimated of 1,040 people walking, 100 people biking and 5,200 people driving per

day.

PILLSBURY OVER THE MIDTOWN GREENWAY



Project information is subject to change.

BR135 Pillsbury over the Midtown Greenway

Project Funding and Cost Breakdown

BR135							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$4,160,000	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
322000 - County Grants	\$0	\$1,282,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$2,658,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$8,100,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$2,025,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$5,265,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$810,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$8,100,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Pillsbury Ave S bridge is poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Pillsbury Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is not identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. Estimated daily trips (EDT) for 2018 were 100 for bicyclists, 1040 for pedestrians and 5,200 for vehicles. The bridge is not along a commercial corridor and does not have freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Public Works assessed the bridge condition and assembled a comprehensive list of bridge needs intended to ascertain long-term funding level requirements. It is also intended to prioritize projects. Issues which might impact bridge safety earlier than other issues are assigned higher

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Yes.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The Minneapolis city council authorized the submittal of the BROS Grant for \$4,160,000 with a 20% local match to be paid for by the City of Minneapolis and HCRRRA (splitting the 20% match evenly); Minneapolis and HCRRRA are required to match \$520,000 each.

A total of \$4,160,000 of federal funding through Bridge Off-System Grant program has been awarded to this project for construction in 2025 as shown in State Transportation Improvement Program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRRA) and State Historic Preservation Office (SHPO).

Collaboration with partners will focus on:

- MNDOT - State Aide for Local Transportation – federal funding distribution
- Hennepin County Regional Railroad Authority (HCRRRA)- Right of Way management
- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable.

priorities. These priorities may change as the bridge condition is reassessed annually during regular bridge inspections. The paramount objective is to maintain a high level of bridge safety.

This bridge is currently 110 years old and approaching a deficiency rating requiring replacement. The current status of the bridge is functionally obsolete and the most cost-effective method to rehabilitate the bridge is replacement

Full service level for this project would entail to have an NBI condition rating rated as in good condition for all bridge elements. The current NBI bridge condition rating for Pillsbury Ave S bridge is poor condition. At the current time the asset works but needs reconstruction work soon.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the project is located on an existing high-volume pedestrian corridor due to its proximity to a shopping mall and apartment complex. The project shall improve the transit experience by implementing wider sidewalks and ADA improvements including ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through improved sidewalks and providing ADA compliant curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No. There should be sufficient width to accommodate all necessary modes.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Not Applicable.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works started preliminary design and public involvement in 2022, completing the design in 2025 and construction in 2026-2027.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

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- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier

- White: 53.7%
- Of Color: 42.3%
 - Black or African American alone: 18.9%
 - American Indian and Alaskan Native alone: 0.9%
 - Asian or Pacific Islander alone: 3.2%
 - Other alone: Suppressed
 - Two or more races alone: 6.9%
- Hispanic or Latino (of any race): 16.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

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1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

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1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved.

BR136 - 10th Ave S over the Midtown Greenway

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2025

Ongoing Program: N

Current Phase: Planning / Design

Level of Need: Critical

Department Priority: 7 of 62

Submitting Agency: Public Works

Contact Person: Petru Vizoli

Contact Phone Number: (612) 673-2368

Contact Email: petru.vizoli@minneapolismn.gov

Website: <https://www.minneapolismn.gov/government/ave-bridge-midtown-greenway/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$8,400,000

Project Location:

City Sector: Southeast

Neighborhood(s) Located: Midtown Philips

Ward(s) Located: 9

Description of Location: 10th Ave. S. over Midtown Greenway

Project Description

The 10th Avenue Bridge over the Midtown Greenway (Bridge L8915) carries vehicular and pedestrian traffic over the Midtown Greenway in the City of Minneapolis. The bridge was constructed in 1915 as a three-span structure. In the 1930s, the south stub abutment was removed along with most of the south span. A tall abutment was constructed as part of a train shed connected to the old Sears building on the south. The 1930s work also included adding a short span between the train shed and the existing pier. It is a contributing element in the Chicago, Milwaukee, and St. Paul Railroad Grade Separation Historic District.

Currently, Bridge L8915 is a four-span continuous concrete multi-beam bridge with arched fascia beams. The overall bridge length is approximately 113 feet.

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure has a NBI condition rating of 4 which would be described as the bridge is in poor condition.

A Special inspection and load rating report was performed in December 2021. Due to load capacity issues, it was determined to restrict the loading on the bridge. Currently the bridge is closed to vehicular traffic.

On one side, the bridge is still open for pedestrians and bicyclists. The cross section consists of one driving lane and one sidewalk in both directions. The bridge does not carry a dedicated bike trail.

The land use by the bridge is comprised of commercial, residential, and Minneapolis Park board properties along 10th Ave S and Hennepin County Rail Road Authority (HCRRA) under the bridge. Hennepin County Rail Road Authority (HCRRA) owns the Midtown Greenway which crosses under the bridge.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1915.

The bridge is currently 109 years old, it is currently closed due to load capacity issues and is requiring replacement.

Vehicle traffic volumes (ADT) on the bridge were 4249 (surveyed in 2011) with 570 Cyclists and 940 Pedestrians (both surveyed in 2016)

10TH AVE S OVER MIDTOWN GREENWAY



Project information is subject to change.

BR136 10th Ave S over Midtown Greenway

Project Funding and Cost Breakdown

BR136							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$5,040,000	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
322000 - County Grants	\$0	\$1,026,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$2,334,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$8,400,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$2,100,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$5,460,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$840,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$8,400,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for 10th Ave S bridge is poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to?

Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

10th Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. Estimated daily trips (EDT) for 2016 were 570 for bicyclists, 940 for pedestrians. ADT for vehicles in 2018 was 3,772. The bridge is one block away from two commercial corridors (Lake St, Chicago Ave S) and has freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure currently has a NBI condition rating of 4 which would be described that the bridge is in poor condition. A Special inspection and load rating

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

A total of \$6,300,000 of federal funding through Bridge Formula Program (BFP) has been awarded to this project for construction in 2026. BFP funding can pay 100% of construction costs with no required local match.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The Minneapolis city council authorized the submittal of the BROS Grant for \$5,040,000 with a 20% local match to be paid for by the City of Minneapolis and HCRRRA (splitting the 20% match evenly); Minneapolis and HCRRRA are required to match \$630,000 each. A total of \$5,040,000 of federal funding through Bridge Off-System Grant program has been awarded to this project for construction in 2026.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRRA) and State Historic Preservation Office (SHPO).

Collaboration with partners will focus on:

- MNDOT - State Aide for Local Transportation – federal funding distribution
- Hennepin County Regional Railroad Authority (HCRRRA)- Right of Way management
- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges and Midtown Exchange building

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

report was performed in December 2021. Due to load capacity issues, it was determined to restrict the loading on the bridge. Currently the bridge is closed to vehicular traffic. On one side, the bridge is still open for pedestrians and bicyclists. This bridge is currently 107 years old and the most cost-effective method to rehabilitate the bridge is replacement.

On a scale of 1-5, this project has a service level of 1.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the project is located on an existing high-volume pedestrian corridor due to its proximity to a Midtown Global Market, Andersen Middle School, Allina Central Laboratory, Abbott Northwestern Hospital and an apartment complex. The project shall improve the transit experience by implementing wider sidewalks and ADA improvements including ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the road surface in good shape. This will be paid for by the existing annual operating budget

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works anticipates completing preliminary design and public involvement in 2024, completing the design in 2025 and construction in 2026.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

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- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

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- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Midtown Phillips Neighborhood

- White: 26.2%
- Of Color: 71.0%
 - Black or African American alone: 44.8%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 21.1%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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This project is in, or borders, Census tracts with a TEP score in tier 2.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

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Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable

BR137 - Nokomis Ave S Bridge over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 8 of 62
Submitting Agency: Public Works
Contact Person: Abdullahi Abukar
Contact Phone Number: (612) 673-2463
Contact Email:
abdullahi.abukar@minneapolismn.gov
Website:
Prior year(s) funding amounts: \$0
Total project cost (all years): \$1,350,000

Project Location:

City Sector: South
Neighborhood(s) Located: Ericsson
Ward(s) Located: 12
Description of Location: Nokomis Ave S over Minnehaha Creek

Project Description

The proposed project will rehabilitate the 41' Nokomis Avenue Bridge over Minnehaha Creek. This project proposes the major repair and renovation of the Nokomis Avenue Bridge over Minnehaha Creek between 46th Street East and 47th Street East. Currently, the corridor includes a 41' bridge that spans over Minnehaha Creek. The approach road includes 2 vehicular lanes and sidewalks on both sides. The area along the corridor includes residential single-family homes and the Minnehaha Creek undercrossing. The project is a bridge rehabilitation project involving structural components of the bridge superstructure. The existing bridge is a single span concrete girder bridge, 41 feet long and 56 feet wide. The original bridge was built in 1922. This bridge is a part of the grand rounds historic district and sees a high number of pedestrian traffic. The EDT for peds and bikes are 450 and 250 respectively.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1922. The bridge is currently 102 years old. Vehicle traffic volumes (ADT) on the bridge were 790 (surveyed in 2011) with 250 Cyclists and 450 Pedestrians (both surveyed in 2016).

Project Visuals and Map

BR137

NOKOMIS AVE OVER MINNEHAHA CREEK

Minneapolis

City of Lakes



Project information is subject to change.

BR137

Nokomis Ave over Minnehaha Creek

Project Funding and Cost Breakdown

BR137							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$337,500	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$877,500	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$135,000	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$1,350,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Nokomis Ave S bridge is fair condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Nokomis Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as a Near-Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure currently has a NBI condition rating of 5 which would be described that the bridge is in fair condition. This bridge is currently 102 years old and the most cost-effective method to rehabilitate the bridge is to replace the superstructure, approach panels and protective coating in the substructure.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the project is located on an above an existing high-volume off-road trail the Minnehaha Parkway Regional trail. The project shall improve the transit experience by implementing wider sidewalks and ADA improvements including ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the road surface in good shape. This will be paid for by the existing annual operating budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works anticipates completing preliminary design and public involvement in 2024, completing the design in 2025 and construction in 2026.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Ericsson Neighborhood

- White: 86.0%
- Of Color: Suppressed
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 2.3%
 - Other alone: Suppressed
 - Two or more races alone: 3.2%
- Hispanic or Latino (of any race): 3.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

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How does the outcome for this project help the city achieve racial equity?

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Additional Information

Not Applicable.

BR138 - 18th Ave S Bridge Over the Midtown Greenway

Project Details:

Project Start Date: 4/15/2026

Estimated Project Completion Date: 11/15/2026

Ongoing Program: N

Current Phase: Planning / Design

Level of Need: Critical

Department Priority: 9 of 62

Submitting Agency: Public Works

Contact Person: Petru Vizoli

Contact Phone Number: (612) 673-2368

Contact Email: petru.vizoli@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-s-bridge-midtown-greenway/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$9,100,000

Project Location:

City Sector: Southeast

Neighborhood(s) Located: East Phillips

Ward(s) Located: 9

Description of Location: 18th Ave. S. over Midtown Greenway

Project Description

Between 1915-1916 the Chicago, Milwaukee and Saint Paul Railroad constructed a series of bridges to separate railroad traffic from city streets. The bridges are identical in plan, dimension, and ornamental detail. Each structure is a three-span, cast-in-place, reinforced-concrete T-beam that rests on round-arch piers. The railings, parapet walls, and wingwalls feature modest Classic Revival details, including ornamental recessed panels and pilasters. Beginning in 2000 the rail lines were removed and the grade separated corridor was converted to a recreational trail, known as the Midtown Greenway, and maintained by the City of Minneapolis.

The 18th Avenue Bridge over the Midtown Greenway (State Bridge L8923) carries vehicular and pedestrian traffic over the Midtown Greenway in the City of Minneapolis. The bridge was constructed in 1916 as a three-span structure and is a contributing element in the Chicago, Milwaukee, and St. Paul Railroad Grade Separation Historic District.

The overall bridge length is approximately 95 feet and the bridge width from curb to curb is 32 feet with an 8 foot sidewalk on both sides of the bridge.

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. In recent years a large modern trail ramp at the northwest corner was added.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1916.

The bridge is currently 108 years old and reached a deficiency rating that is requiring replacement. Vehicle traffic volumes (ADT) on the bridge were 980 (surveyed in 2011), with 450 Cyclists and 210 Pedestrians (both surveyed in 2016).

Project Visuals and Map

18TH AVE S
OVER MIDTOWN GREENWAY



Project information is subject to change.

BR138 18th Ave S over Midtown Greenway

Project Funding and Cost Breakdown

BR138							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$6,000,000	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
322502 - Other Local Payments	\$0	\$0	\$1,300,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$1,800,000	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$9,100,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$2,275,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$5,915,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$910,000	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$9,100,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for 18th Ave S bridge is poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to?

Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

18th Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a one way two lanes roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is not identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. However, the bridge connects the Midtown Greenway ramp (located on NW corner of the bridge) with a planned Low Stress bike route located on E 29th St (west side of the bridge). Estimated daily trips (EDT) for 2016 were 450 for bicyclists, 210 for pedestrians. ADT for vehicles in 2011 was 980. The bridge is one block away from one important commercial corridor (Lake St).

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Yes. A total of \$6,000,000 of federal funding through Bridge Formula Program (BFP) has been awarded to this project for construction in 2026. BFP funding can pay 100% of construction costs with no required local match.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Yes. A total of \$6,000,000 of federal funding through Bridge Formula Program (BFP) has been awarded to this project for construction in 2026. BFP funding can pay 100% of construction costs with no required local match.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRA) and State Historic Preservation Office (SHPO).

Collaboration with partners will focus on:

- MNDOT - State Aide for Local Transportation – federal funding distribution
- Hennepin County Regional Railroad Authority (HCRRA)- Right of Way management
- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

structure currently has a NBI condition rating of 4 which would be described that the bridge is in poor condition.

A Special inspection and load rating report was performed in January 2024. Due to load capacity issues, it was determined to restrict the loading on the bridge. The bridge posting keeping both lanes open would be 12T. Shifting traffic and keeping only one lane open would improve the loading capacity to 26T. Currently the bridge is restricted to one lane and posted to 26T vehicular traffic.

The bridge is also open for pedestrians and bicyclists.

This bridge is currently 108 years old and the most cost-effective method to rehabilitate the bridge is replacement.

On a scale of 1-5, this project has a service level of 1.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The project is located on a low-volume pedestrian corridor. The estimated pedestrian daily trips over the bridge at the project location was 210 in 2016. The bridge also connects the Midtown Greenway ramp (located on NW corner of the bridge) with a planned Low Stress bike route located on E 29th St (west side of the bridge). Estimated daily trips (EDT) for 2016 were 450 for bicyclists.

The project shall improve the transit experience by implementing wide sidewalks, protected bikeways and ADA improvements including ADA compliant ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works anticipates beginning preliminary design and public involvement in 2023, completing the design in 2025 and construction in 2026.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

East Phillips Neighborhood

- White: 19.9%
- Of Color: 76.6%
 - Black or African American alone: 24.4%
 - American Indian and Alaskan Native alone: 11.8%
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 39.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 1.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable

BR139 - Grand Ave S Bridge Over the Midtown Greenway

Project Details:

Project Start Date: 4/15/2026
Estimated Project Completion Date: 11/15/2026
Ongoing Program: N
Current Phase: Planning
Level of Need: Significant
Department Priority: 10 of 62
Submitting Agency: Public Works
Contact Person: Petru Vizoli
Contact Phone Number: (612) 673-2368
Contact Email: petru.vizoli@minneapolismn.gov
Website:
Prior year(s) funding amounts: \$0
Total project cost (all years): \$9,030,000

Project Location:

City Sector: Southeast
Neighborhood(s) Located: Whittier
Ward(s) Located: 10
Description of Location: Grand Ave S over Midtown Greenway

Project Description

The Grand Ave S Bridge over the Midtown Greenway is a historic bridge located in the Chicago Milwaukee and St. Paul Grade Separation Historic District. The bridge is an important contributing member to the district. Grand Ave bridge is a 3-span structure spanning over Hennepin County Regional Railroad Authority (HCRRA) and the Midtown Greenway. The bridge was built in 1915 grade separate the railroad and City streets. Overtime the bridge has deteriorated, and deficiencies are evident in all major bridge components, including the bridge deck, superstructure, and substructure.

The Grand Ave S corridor includes an 8' sidewalk and boulevard on both sides of the street, accommodating vehicular and pedestrian traffic. The corridor offers one-way southbound vehicular traffic. The bridge length is 106 feet, with a width from curb to curb of 30 feet.

Purpose and Justification

The Grand Ave S bridge is a 3-span bridge built in 1915 to grade separate the railroad and Grand Ave. The bridge is owned by HCRRA. The bridge condition rating for this bridge's substructure is a "5", the rating for the superstructure is a "5" and the rating for the deck is a "5". Conditions are on a 0 to 9 scale, with 0 to 4 being "poor," 5 to 6 being "fair," and 7-9 being "good." The Grand Ave S bridge rates as "fair" on the overall condition.

The Grand Ave corridor serves an ADT of 986 (2018) and EDT for Pedestrians of 360 (2016) and an EDT for cyclists of 90 (2016). The Grand Ave S Bridge over the Midtown Greenway project will address the

deficiencies of the bridge components, improve functionality and safety, preserve historic character, and improve the public realm.

GRAND AVE OVER MIDTOWN GREENWAY



Project information is subject to change.

BR139 Grand Ave over Midtown Greenway

Project Funding and Cost Breakdown

BR139							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$6,300,000	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
322502 - Other Local Payments	\$0	\$0	\$1,549,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$1,181,000	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$9,030,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$2,257,500	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$5,869,500	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$903,000	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$9,030,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Grand Ave S bridge is in fair condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this Bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Grand Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as a Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. Estimated daily trips (EDT) for 2016 were 90 for bicyclists, 360 for pedestrians. ADT for vehicles in 2018 was 986.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Deficiencies and deterioration are evident in all major bridge components including the bridge deck, superstructure, and substructure. Currently the structure currently has a NBI condition rating of 5 which would be described that the bridge is in fair condition.

On a scale of 1-5, this project has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

A total of \$6,300,000 of federal funding through Bridge Formula Program (BFP) has been awarded to this project for construction in 2026. BFP funding can pay 100% of construction costs with no required local match.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The Minneapolis City Council authorized the submittal of the BROS Grant for \$6,300,000 with a 20% local match to be paid for by the City of Minneapolis and HCRRRA (splitting the 20% match evenly). Minneapolis and HCRRRA are required to match \$630,000 each. A total of \$6,300,000 of federal funding through Bridge Off-System Grant program has been awarded to this project for construction in 2026.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include: MNDOT - State Aide for Local Transportation office, Hennepin County Regional Railroad Authority (HCRRRA) and State Historic Preservation Office (SHPO).

Collaboration with partners will focus on:

- MNDOT - State Aide for Local Transportation – federal funding distribution
- MnDOT – Cultural Resources Unit
- Hennepin County Regional Railroad Authority (HCRRRA)- Right of Way management
- Federal Highway Administration
- State Historic Preservation Office (SHPO) – historic resource of Midtown Railroad Corridor bridges and Midtown Exchange building

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the road surface in good shape. This will be paid for by the existing annual operating budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Public Works anticipates beginning preliminary design and public involvement in 2024, completing the design in 2025 and construction in 2026.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier Neighborhood

- White: 53.7%
- Of Color: 42.3%
 - Black or African American alone: 18.9%
 - American Indian and Alaskan Native alone: 0.9%
 - Asian or Pacific Islander alone: 3.2%
 - Other alone: Suppressed
 - Two or more races alone: 6.9%
- Hispanic or Latino (of any race): 16.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 3.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

BR140 - Stevens Ave over Minnehaha Creek

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Significant

Department Priority: 11 of 62

Submitting Agency: Public Works

Contact Person: Ahmed Omar

Contact Phone Number: (612) 673-3612

Contact Email: ahmed.omar@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): \$1,350,000

Project Location:

City Sector: South

Neighborhood(s) Located: Tangletown

Ward(s) Located: 11

Description of Location: Stevens Ave S. over Minnehaha Creek

Project Description

Bridge 9612 is a single-span, concrete girder bridge completed in 1962 by the Minnesota Department of Highways. The bridge is designated a contributing structure within the National Register eligible Grand Rounds Historic District. The Minnesota Department of Transportation Local Historic Bridge Report indicates the bridge is significant for its overall design aesthetic and high artistic value.

The bridge crosses Minnehaha Creek between Nicollet Avenue and I-35W. One lane of Stevens Avenue traffic operates in each direction. Sidewalks, 5'-0" in width, are located on each side of the bridge. Minnehaha Parkway westbound is located at the north end of the bridge. Minnehaha Parkway eastbound is located on the south end of the bridge. Pedestrian trails following Minnehaha Parkway are located on both ends of the bridge.

The centerline of bridge and the alignment of Stevens Avenue are perpendicular to Minnehaha Creek and the abutments. The length of bridge is 43 feet. The face-to-face dimension between the abutments is 40 feet. Short concrete approach panels are located on each end of the bridge.

Cast-in-place concrete, variable depth, arched fascia beams are located on each side of the bridge. The interior beams are all constant depth rectangular sections. All beams are conventionally reinforced with uncoated reinforcement bars. Lubricated bronze bearing assemblies are located at both ends of all beams.

Coursed rubble stone masonry is used as a veneer on the outside of the fascia girders and the exposed portions of the wing walls. The railings on both sides are also constructed of coursed rubble stone masonry. The outside wythe of masonry within the bridge span is supported by steel angles attached to the fascia girders.

The north and south abutment and the stepped, parallel wing walls attached to each abutment are supported on treated timber pile foundations.

The deck width is 44' - 6". The roadway width is 32 feet. Nine girders are spaced at 5' – 2". A section view of the existing bridge is provided in Section 5 of this report.

The Structure Inventory Report lists the Local Planning Index at 74, following the 2021 Routine Inspection by the City. The NBI condition rating for the deck is 5. The superstructure is rated at 6. The Inventory Rating is 19.2.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The bridge was constructed in 1962.

The bridge is currently 62 years old. Vehicle traffic volumes (ADT) on the bridge were 2,419 (surveyed in 2013).

STEVENS AVE S OVER MINNEHAHA CREEK



Deck Patching and joint repair



Steel lintel at north abutment



Filled utility blockout

Project information is subject to change.

BR140 Stevens Ave S Over Minnehaha Creek

BR140 Revenues and Expenses 2024-2030

BR140	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$337,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$877,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$135,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$1,350,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed bridge is roughly 75 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the National Bridge Inspection (NBI) appraisal rating procedures as defined in National Bridge Inspection Standards (NBIS) in which a host of bridge distresses are identified, quantified and then imported into a bridge management software for further evaluation. The current NBI bridge condition rating for Stevens Ave S bridge is 5 for the deck, and the superstructure is rated at 6.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed bridge is roughly 75 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Ongoing investments are being made to maintain this bridge, maintenance costs are likely to increase should this project be delayed. Deferring or canceling this project too long could lead to imposing load restrictions or closure of the bridge, as determined by inspection.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Maintenance of this bridge will occur through Public Works annual operating budget. See Partnerships section for details of non-City funding sources, yes they are contingent on City funding on the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Stevens Ave S bridge meets the guidance outlined in the Street Design Guide. The road on the bridge currently operates as a 2 ways one lane roadway facility with sidewalks on both sides and is not planned to have transit operating on the corridor. The street is identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. ADT for vehicles in 2013 was 2,419. The bridge crosses Minnehaha Creek between Nicollet Avenue and I-35W. One lane of Stevens Avenue traffic operates in each direction. Sidewalks, 5'-0" in width, are located on each side of the bridge. Minnehaha Parkway westbound is located at the north end of the bridge. Minnehaha Parkway eastbound is located on the south end of the bridge. Pedestrian trails following Minnehaha Parkway are located on both ends of the bridge.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Not Applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable

The abutments and wing walls appear to be stable. No evidence of abutment settlement or other movement was observed. The faces of both abutments have extensive spalling and exposed reinforcement exhibiting significant section loss. Vertical cracks with efflorescence are visible at both abutment faces.

The steel angle supporting the masonry on the fascia beam is significantly corroded. Pitting, flaking rust and section loss are visible on the entire length of exposed portions of the angle on both sides. The corrosion is worst near the faces of the abutments.

Utility openings were constructed between the fascia girders and adjacent interior girders. The original plans call for 8-inch masonry to fill these openings. It does not appear that any utilities were ever installed. No utilities are visible under the deck.

Large areas of the deck have been previously repaired. Patching is evident over more than 50% of the top of deck area. Sidewalks exhibit some longitudinal and transverse cracking. A sealant has been applied at the joint between the masonry railing and edge of sidewalk. Efflorescence and rust stains are visible on the underside of the deck. Small vertical cracks are visible on multiple girders near the abutments.

Deck joint repairs are evident at both ends of the bridge. The sealed joints were filled.

Masonry is generally in good condition. Some capstones on the east railing have a delaminated top surface and full depth chips. The brass pins intended to interlock the capstones are visible in some places. Isolated areas of masonry, particularly at abutment corners, have cracks through the 6-inch-thick limestone. There are areas where the mortar joints have eroded. Most of the damage to masonry appears to be from freeze-thaw damage.

On a scale of 1-5, this project has a service level of 1.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The project shall improve the transit experience by implementing wider sidewalks and ADA improvements including ADA compliant ramps and crosswalks to allow for safer travels for pedestrians.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP.

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- Parkway

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Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

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What is the estimated annual operating cost increase or (decrease) for this project?

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Year that Operating Incr/(Decr) will take effect?
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Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

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For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

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Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

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- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Tangletown Neighborhood

- White: 82.2%
- Of Color: Suppressed
 - Black or African American alone: 8.2%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 3.8%
- Hispanic or Latino (of any race): 3.6%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with a TEP score in tier 1.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

FLT01 - Fuel and Charging Stations

Project Details:

Project Start Date: 2025

Estimated Project Completion Date: 2030

Ongoing Program: Y

Current Phase: Construction

Level of Need: Critical

Department Priority: Ex. 1 of 3

Submitting Agency: Public Works - Fleet

Contact Person: Christopher Royston

Contact Phone Number: 612-673-5443

Contact Email: Christopher.Royston@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$1,131,000

Total project cost (all years): \$4,617,000

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403

City Sector:

Neighborhood(s) Located:

Ward(s) Located:

Description of Location:

Project Description

Install electric vehicle charging stations and infrastructure at various City owned facilities

Purpose and Justification

Access to electric vehicle charging is a critical component to the conversion of the city fleet from internal combustion engines to electric vehicles. Funding is needed to deploy chargers at city facilities in coordination with the conversion to electric vehicles. We will continue to pursue outside funding from outside sources (e.g. MPCA funding or Xcel partnerships) to leverage city funding. The previous partnership with Excel Energy to provide infrastructure fell through and as of now the city has to absorb all infrastructure related costs.

Project Visuals and Map

Upload maps or additional files that you feel are important for the CLIC members, Mayor, City Council members or the general public to have access to with regards to this project and in consideration of its approval.



Project Funding and Cost Breakdown

FLT01							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
395000 - Use Of Fund Balance	\$515,000	\$694,000	\$635,000	\$877,000	\$680,000	\$600,000	\$0
REVENUES	\$515,000	\$694,000	\$635,000	\$877,000	\$680,000	\$600,000	\$0
Expenses							
DANDPM - Design and Project Management	\$15,000	\$14,000	\$15,000	\$17,000	\$20,000	\$20,000	\$0
CONSTC - Construction Costs	\$250,000	\$340,000	\$310,000	\$430,000	\$330,000	\$290,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$250,000	\$340,000	\$310,000	\$430,000	\$330,000	\$290,000	\$0
EXPENSES	\$515,000	\$694,000	\$635,000	\$877,000	\$680,000	\$600,000	\$0

Asset Condition

Asset type: Fleet Equipment

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The charging stations are new

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

New chargers

What is the expected useful life of the project/improvement?

25 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

City Fleet is transitioning to EVs as per the Green Fleet Policy.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

By internal service funds/use of fund balance.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

City Fleet is transitioning to EVs as per the Green Fleet Policy.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

5

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

The previous partnership with Excel Energy to provide infrastructure fell through and as of now, the city has to absorb all infrastructure related costs

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None at this time

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Charging stations may require small amounts of increased maintenance and annual subscription fees.

What is the estimated annual operating cost increase or (decrease) for this project?

We anticipate small increase.

Year that Operating Incr/(Decr) will take effect?

2025

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Cost Allocations

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Electric charging stations will be installed at the Federal ramp, the Aldrich facility and Currie. Charging stations will also be installed at various City facilities as the electric vehicle fleet expands.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility to scale in accordance with the procurement of electric vehicles.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice - The build out of electric charging stations are required to support the expansion of the City's green fleet. The City's fleet is used by City staff to keep our City safe, clean and livable.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

CBR editors should fill this in with stats from affected neighborhoods here:

<https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul>. Be specific!

Public Works is focusing electric vehicle conversion and associated charging infrastructure at facilities in Racially Concentrated Areas of Poverty.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day. The funding for additional charging stations will result in operating efficiencies through lower fuel and maintenance costs.

FLT02 - Shop Equipment

Project Details:

Project Start Date: 2025

Estimated Project Completion Date: 2030

Ongoing Program: Y

Current Phase: Construction

Level of Need: Significant

Department Priority: Ex. 2 of 3

Submitting Agency: Public Works

Contact Person: Christopher Royston

Contact Phone Number: 612-673-5443

Contact Email:

Christopher.Royston@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$305,000

Total project cost (all years): \$1,163,000

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403

City Sector:

Neighborhood(s) Located:

Ward(s) Located:

Description of Location:

Project Description

Replace aging equipment and adding OSHA required safety measures at the shop

Purpose and Justification

The vehicle hoists at Royalston maintenance facilities are 20 plus years old, corroding and have reached the end of their life cycle. Replace aging vehicle hoists at Royalston maintenance facilities. Current hoists are aged and may fail to meet regulations. New longer body style for fire trucks need longer inground hoists. Purchase an air conditioning recycling machine that meets current refrigerate specifications. New Scanners for - Water Fridley, Water East yard, University and Harriet fuel locations. Scanners are for diagnosing emissions issues (after treatment system) Reduce GHG emissions. Upgrade mezzanine gates to meet safety requirements. The current one is 25 years old. New heavy duty car tire changers for semis and heavy equips. Other equipment that needs replacing for safety or operational reasons are blast cabinet, shelving, parts washer, hot tank, lubrication system and pressurer washer.

Project Visuals and Map



More Visuals



Project Funding and Cost Breakdown

FLT02							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
395000 - Use Of Fund Balance	\$350,000	\$250,000	\$25,000	\$113,000	\$237,000	\$170,000	\$63,000
REVENUES	\$350,000	\$250,000	\$25,000	\$113,000	\$237,000	\$170,000	\$63,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$350,000	\$250,000	\$25,000	\$113,000	\$237,000	\$170,000	\$63,000
EXPENSES	\$350,000	\$250,000	\$25,000	\$113,000	\$237,000	\$170,000	\$63,000

Asset Condition

Asset type: Fleet Equipment

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

Shop equipment is at various stages of needing replacement and are showing signs of aging. Replacement is in order to attain operational efficiency and meet safety requirements. Maintenance costs are high on aged equipment in order to meet OSHA requirements

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Current equipment have reached the end of their life cycle and are in poor condition- not compliant with safety regulations. Hoists are aged and corroded.

What is the expected useful life of the project/improvement?

20 plus years life expected for the shop equipment

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Safety issues and non compliance with OSHA requirements If hoists are taken out of service unexpectedly, it would impact service delivery.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Fleet Fund balance. Over the years, fleet fund has accumulated enough balance that can help fund improvements in capital assets used in Fleet Operations

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Most shop equipment must pass annual inspections. Annual OSHA inspections are required on shop equipment to ensure employee safety. Current inspections have resulted in high repair costs and some hoists had to be taken out of service to be repaired.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

3

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Shop equipment is needed to maintain City's fleet. Safe running vehicles are needed by our employees to keep our City safe, clean and livable.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Shop equipment - No increase in operating costs

What is the estimated annual operating cost increase or (decrease) for this project?

N/A

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

N/A

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

N/A

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety - Replacing aging equipment will ensure we can maintain our current level of emergency vehicle availability.

Racial Equity Impact Analysis

Fleet services is an internal city service that serves City departments and not outside customers. Engagement process happens through CLIC. Fleet Service works closely with Roosevelt High School staff to provide field trips to fleet facilities to promote the automotive repair field/career. Current employees have attended career fairs to increase awareness of city job opportunities.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved.

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day. Replacing aging equipment will ensure we can maintain our current level of vehicle availability.

FLT03 - Vehicle Management System

Project Details:

Project Start Date: 2025

Estimated Project Completion Date:

Ongoing Program: Y

Current Phase: Planning

Level of Need: Significant

Department Priority: Ex. 3 of 3

Submitting Agency: Public Works

Contact Person: Christopher Royston

Contact Phone Number: 612-673-5443

Contact

Email: Christopher.Royston@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): \$300,000

Project Location:

Address: 1200 Currie Av N, Minneapolis, MN 55403

City Sector:

Neighborhood(s) Located:

Ward(s) Located:

Description of Location:

Project Description

Adding a motor pool program and expanding key valet

Purpose and Justification

Motor pool program is designed to centrally manage a pool of vehicles hence the City can ensure that each vehicle is being used as efficiently as possible. This will reduce the overall number of fleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.

KeyValet is a comprehensive motor pool management solution for managing all aspects of running a fleet motor pool, including customer reservations, vehicle check-out, billing, and maintenance of vehicles. With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings

Project Visuals and Map

Motor Pool



Project Funding and Cost Breakdown

FLT03							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
395000 - Use Of Fund Balance	\$100,000	\$200,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
REVENUES	\$100,000	\$200,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Expenses							
DANDPM - Design and Project Management	\$100,000	\$200,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$100,000	\$200,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000

Asset Condition

Asset type: Fleet Technology

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

N/A

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

N/A

What is the expected useful life of the project/improvement?

25 years

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

N/A

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

N/A

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

N/A

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings

Motor pool program will reduce the overall number offleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Cost Allocations

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings.
Motor pool program will reduce the overall number of fleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

With KeyValet, the city will save costs by running motor pool without additional staff and save time through automated reservations and integrated odometer readings.

Motor pool program will reduce the overall number of fleet vehicles needed and help to optimize their use, which will in turn save money on vehicle replacements, fuel and overall maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

About \$20,000

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Typical software maintenance costs

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Cost Allocations

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Benefits to the city will be realized over time.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

N/A

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

N/A

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

CBR editors should fill this in with stats from affected neighborhoods here:

<https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul>. Be specific!

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

N/A

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

N/A

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

N/A

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice - Better managing and overall reducing city's fleet will support the expansion of the City's green fleet. The City's fleet is used by City staff to keep our City safe, clean and livable.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

Fleet Service will be able to continue to provide the necessary support for Police, Fire, Public Works, Regulatory Services, CPED, Health and other City departments that provide essential services to the City every day. The funding for software to better manage city's fleet will result in operating efficiencies through lower fuel and maintenance costs.

PK004 - Off-Street Systems

Project Details:

Project Start Date: Ongoing

Estimated Project Completion Date: Ongoing

Ongoing Program: Y

Current Phase: Planning, Design and Construction

Level of Need: Important to Critical

Department Priority: 10

Submitting Agency: Public Works, Parking Division

Contact Person: Tim Drew

Contact Phone Number: (612) 673-2152

Contact Email: Tim.Drew@minneapolismn.gov

Total project cost (all years): \$24.5 million

Project Location:

Address: City-wide Off-Street Municipal Parking System

Project Description

“To build, operate, and maintain the public infrastructure and provide services with a high performing public works department, where collaborative leadership and public/private engagement are standard business practice.” – Mission Statement, Minneapolis Public Works

This multi-faceted project seeks to fulfill four main goals: ensure public safety, maintain city assets, contribute to the City’s climate and transportation equity goals, and provide reliable and efficient services.

This project period includes the following project plans

- Expand Electric Vehicle charging to all municipal parking ramps
- Modernize elevators and add safety overlays to comply with new code requirements
- Update energy management systems
- Replace HVAC components reaching the end of their useful life
- Drainage mitigation of water intrusion
- Retrofit LED lighting
- Resurface skyway roofs connecting to Plaza ramp
- Update Parking equipment
- Add vehicle doors to Haaf ramp

Purpose and Justification

Expand Electric Vehicle charging to all municipal parking ramps

- Expansion of EV Charging stations is a strategy highlighted in the Climate Action Plan (Clean Fuels, 2) and Transportation Equity Action Plan (Technology, 6)
- Current Level II Chargers in City municipal ramps: 21
Of these, 13 are networked

This plan will expand the charging network to 74 stations by 2027 for options in every Ramp.

In 2024, plans are underway to update 8 chargers in Hawthorne ramp and add 8 each in Riverfront and 11th St Underground.

Modernize elevators and add safety overlays to comply with new code requirements

- Elevators that will undergo a full modernization in the next 5 years will have door lock monitoring included as a feature. All other locations require a door lock monitoring overlay

Update energy management systems

- Energy management systems are crucial to regulating energy use, and updates are crucial to reducing power consumption, and expand vehicle charging infrastructure.

Replace HVAC components reaching the end of their useful life

- Aging HVAC systems require replacement of major components for efficiency and safety. These systems serve building tenants and skyway users throughout the municipal parking system and ensure safe air quality in parking structures.

Drainage mitigation of water intrusion

- Water protrusion can exacerbate conditions detrimental to the health of visitors and allow damage to structural elements. Drainage mitigation is vital to the longevity and safety of the facility

Retrofit LED lighti

- High-efficiency LED lighting reduces energy consumption, and CO2 emissions. This action is supported by the Minneapolis Climate Action Plan.
- Cost savings are significant and are paid for in 5-10 years after installation

Resurface roofing

- Periodically roofing needs to be restored to prevent leaks which lead to interior damage

Update Parking equipment

- As technology changes, parking equipment must be updated to ensure operational efficiency, multi-modal integration, and compliance with Payment Card Industry Data Security Standards (PCI DSS).

Add vehicle doors to Haaf ramp

- Vehicle access doors allow customers to access to parking ramp and limit pedestrian traffic in driving lanes. This increases safety and lowers ongoing security costs

Project Visuals and Map



Project Funding and Cost Breakdown

PK004							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
395600 - Parking Revenue	\$2,000,000	\$2,000,000	\$2,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,500,000
REVENUES	\$2,000,000	\$2,000,000	\$2,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,500,000
Expenses							
DANDPM - Design and Project Management	\$100,000	\$100,000	\$100,000	\$250,000	\$250,000	\$250,000	\$275,000
CONSTC - Construction Costs	\$1,723,077	\$1,723,000	\$1,723,000	\$4,308,000	\$4,308,000	\$4,308,000	\$4,738,000
GOVER - General Overhead	\$76,923	\$77,000	\$77,000	\$192,000	\$192,000	\$192,000	\$212,000
FFANDE - Furniture, Fixtures, and Equipment	\$100,000	\$100,000	\$100,000	\$250,000	\$250,000	\$250,000	\$275,000
EXPENSES	\$2,000,000	\$2,000,000	\$2,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,500,000

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

The ongoing capital projects for off-street parking systems are critical to continuing to meet the standards of safety set by governing bodies and best practice.

If the project is an existing asset, what is the observed remaining life of the asset?

The ongoing project maintains the useful life of the ramps 20-40 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The ramps are structurally examined, and state-certified annually. Mechanical systems are subject to preventative maintenance programs which help anticipate capital improvement needs. Mechanical systems such as elevators are inspected and re-certified annually.

What is the expected useful life of the project/improvement?

The ongoing project maintains the useful life of the ramps 20-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The project is funded by the revenue generated from the parking system. If the project is not funded the ramps would fall into a state of disrepair. This would risk the public safety of residents and users of the parking system.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Over short and long term the project is self-funded by the parking system revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Structural integrity of ramps is inspected annually by a qualified engineer for State Certification, and mechanical features, such as elevators are also inspected and certified annually.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level for this project addresses strategies outlined in the Transportation Equity Action Plan and the Minneapolis Climate Action Plan: expanding Electric Vehicle charging into every municipal parking ramp, bringing Energy Management Systems up to date and replacing lighting throughout these facilities with high-efficiency LED fixtures.

It would also replace or update components critical to the function of these facilities and the safety of those who use them: HVAC, drainage, vehicle doors, roofing, and elevators.

Noting that there is some variation depending on the activity area, on the whole the service level is 4, meeting our target.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No, grants are not expected to contribute to these costs.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Projects are completed in collaboration with the parking operator, ABM, and with specifications developed by engineering consultants as required

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

The economic impact of the parking system will be maintained as a part of this project.

Does the project support redevelopment opportunity that without the project would be infeasible?

No.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Pedestrians who use the skyways benefit from the capital improvements we make to keep elevators and HVAC systems reliable and to avoid hazardous conditions that can arise from their failure.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes. This project serves electric vehicle users by offering expanded charging options in municipal ramps and pedestrian users of our facilities who rely on skyway systems that offer safe, and efficient climate controlled paths with reliable elevator access.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No, there is not anticipated restriction of right of way or competition for space.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

With the exception to electric vehicle charging stations, all requests will serve to reduce costs arising from emergency repairs to aging systems. EV charging stations are expected to incur operating and maintenance costs, however these increased costs are expected to be offset by revenue.

What is the estimated annual operating cost increase or (decrease) for this project?

These costs are anticipated as operationally necessary for the continued function and safety of the ramps. Operation costs are not expected to vary considerably due to these projects.

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Because system components are being replaced, we anticipate preventative maintenance costs to continue at their present rates. Cost decreases may be found in avoiding outlays arising from emergency repairs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The operating costs incurred by new EV charging stations are expected to be offset by revenue.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Additional capital investment is not expected to fulfill the useful life of new EV charging stations. Further expansion of the EV charging network may be proposed in the future, but it is not required to upkeep the current investment.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2024

- Hennepin Ramp fan replacement project is complete
- Haaf Ramp Elevator Modernization is complete
- Hawthorne Elevator Modernization is in the procurement phase
- Hilton Ramp Drainage mitigation is moving from design to procurement phase

2023

- Marquette Skyway roof resurfacing is completed

There are not bond authorizations for these projects.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The funding plan was developed to prioritize urgent projects, and distribute projects with similar scopes across a timespan that would be realistic for hiring contractors. Some flexibility exists, but it would not be feasible to complete all major projects from a particular trade in the same year, for instance.

In the case of elevator modernization, door lock monitoring overlays will need to be installed to comply with new regulatory code, unless updated in the course of an elevator modernization project by 2028.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – Upkeep of elevators, HVAC, and water intrusion abatement all contribute to the public safety of users in our facilities and skyways.

Public Services – Parking equipment upgrades and vehicle entrance doors directly contribute to the user experience of parking customers.

Environmental Justice – Energy efficiency upgrades, and expansion of EV charging infrastructure contribute to the City's Climate Action Plan.

Built Environment and Transportation – Municipal parking facilities are home not only to parked vehicles, but also bike lockers, and help transition users from vehicles, to transit to pedestrian skyways. Future opportunities exist to continue to integrate these transportation modes with the City's parking infrastructure.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All locations in this project fall within the Central Neighborhood (with the exception of Vineland Ramp, which sits in the Bde Maka Ska Isles Community on the border with Centra).

The Central community racial demographics are below.

Race & Ethnicity (2017-2021)

White	,6562	65.0%
Of Color	,115	11.9%
Black or African American alone	5,887	15.5%
American Indian and Alaskan Native alone	409	1.1%
Asian or Pacific Islander alone	2,582	6.8%
Other alone	suppressed	
Two or more races alone	1,436	3.8%
Hispanic or Latino (of any race)	,645	7.0%

While residents are among the users of municipal parking ramps and the skyway system, it is unlikely that geographic location of the proposed projects can be used to interpolate the racial demographics of those impacted.

The Transportation Equity Action Plan and Climate Action plan have prioritized strategies with racial equity as a factor. We are proud to contribute to these plans where it is within the prevue of the municipal parking system to make an impact.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The Parking Division seeks to Inform affected parties.

Describe the engagement and what have you learned?

N/A

Analysis

How does the outcome for this project help the city achieve racial equity?

Racial equity analysis for this project has not been conducted outside of the aspects of this project plan that are derived from the Transportation Equity Action plan and the Climate Action Plan

Additional Information

The the capital improvements outlined for the off-street parking system in this plan are investments in public safety, the City's long-term priorities and transportation infrastructure

SA001 - Sanitary Tunnel & Sewer Rehab Program

Project Details:

Project Start Date: 01/01/25

Estimated Project Completion Date:

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 1 of 3

Submitting Agency: Public Works

Contact Person: Kevin Danen

Contact Phone Number: 612.673.5627

Contact Email:

Website:

Prior year(s) funding amounts: \$6,000,000

Total project cost (all years): \$61,250,000

Project Location:

Address: City Wide

City Sector: City Wide

Neighborhood(s) Located: City Wide

Ward(s) Located: City Wide

Description of Location:

Project Description

This program establishes the annual funding needed to perform repair and rehabilitation activities as needed to the sanitary sewer system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division. The primary targeted components of the project are repairs and rehabilitation to the system piping, lift stations, tunnels and access structures.

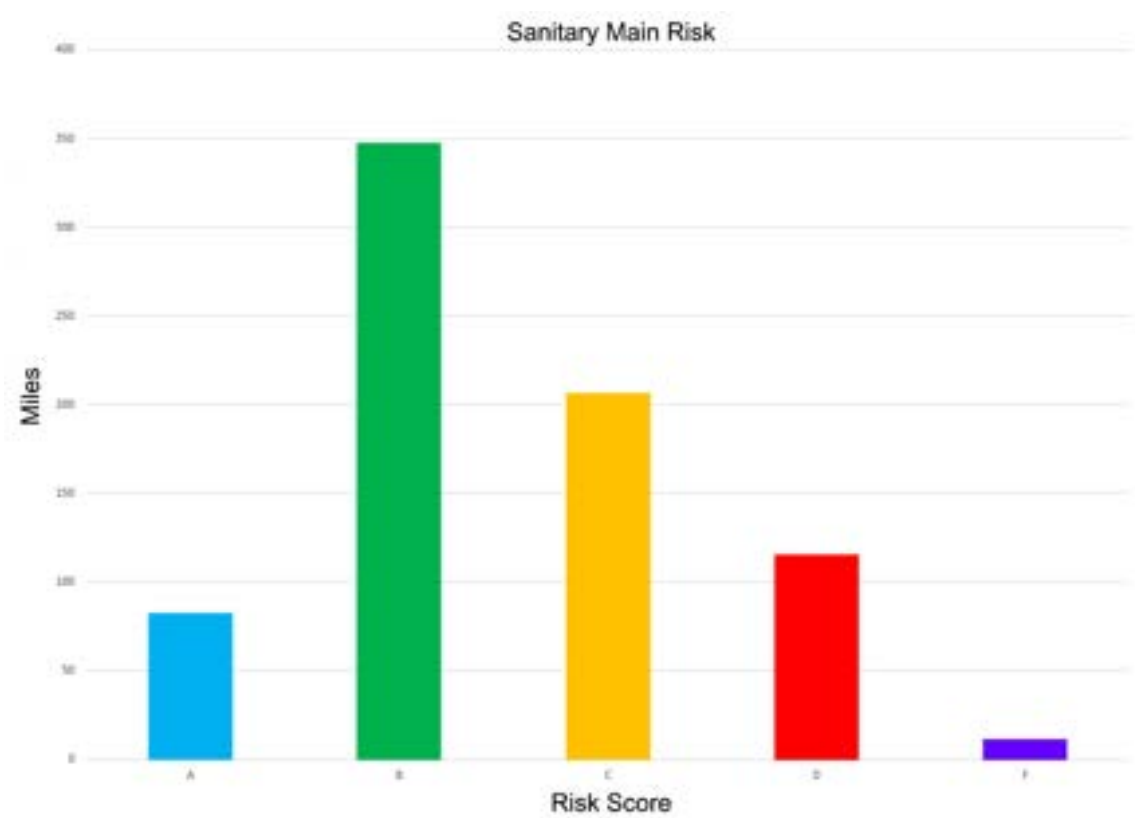
Purpose and Justification

The City owns and operates approximately 832 miles of sanitary sewer piping, 10 sanitary lift stations and 5.5 miles of deep collection tunnels. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

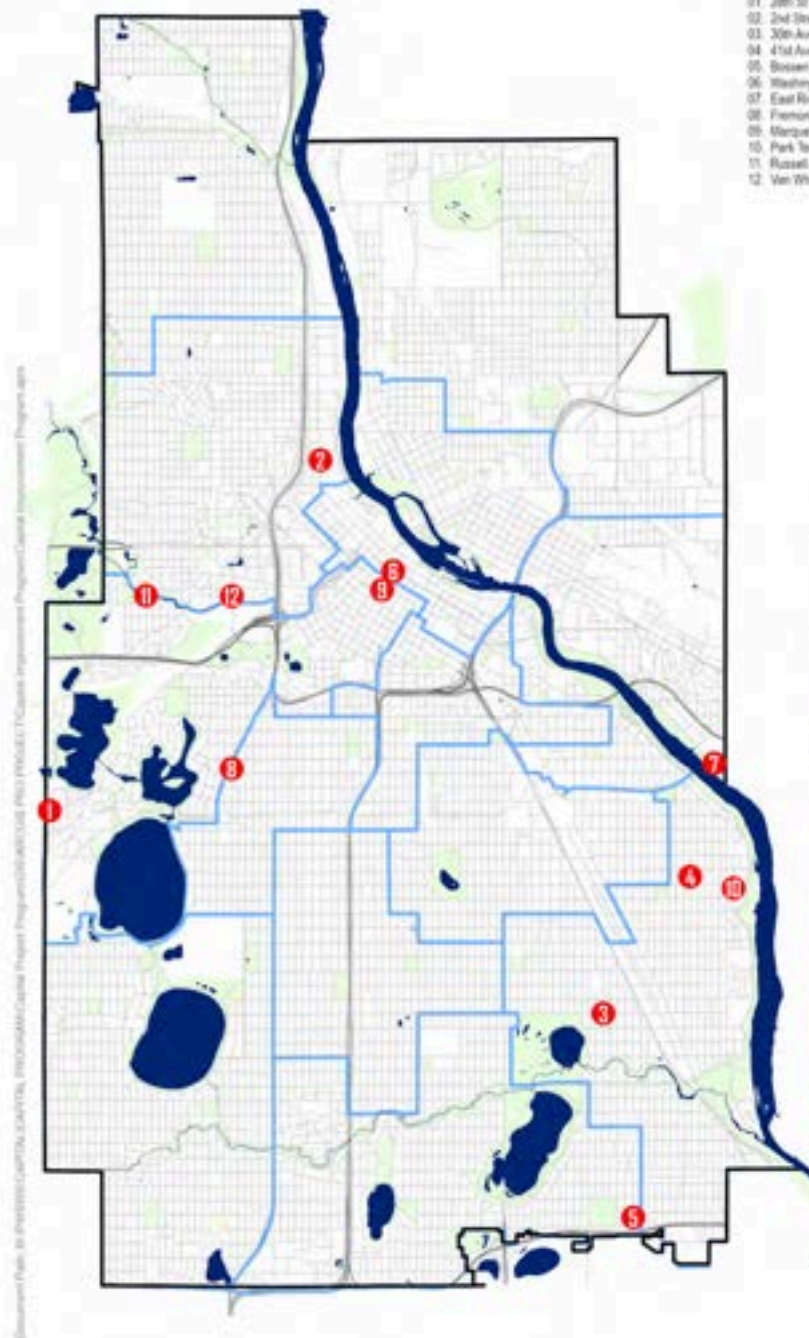
At present, efforts to repair and rehabilitate the sanitary sewer system have concentrated on rehabilitating structural failures in the piping system and providing better access to the deep collection tunnels to allow for proper maintenance and ongoing maintenance to lift stations. Currently condition assessments are being made to the sanitary system with an ongoing effort being made to comprehensively address the aging sanitary piping system in order to improve the reliability of the system.

Ongoing work includes replacing worn out components of lift stations, rehabilitation and or replacing cracked/ failed pipe segments, removing system structural flow restrictions and repairing manholes. The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Project Visuals and Map



Sanitary Sewers and Tunnels



2024 & 2025 Projects

- 01 20th St W (Lily)
- 02 2nd Street North Sanitary Replacement
- 03 30th Ave S
- 04 41st Ave S
- 05 Blossom Terrace
- 06 Washington Ave
- 07 East River Terrace
- 08 Fremont Ave (Vacated)
- 09 Marquette Ave S
- 10 Park Terrace
- 11 Russell Ave N
- 12 Van White Blvd



City of Minneapolis crews working underground

Project Funding and Cost Breakdown

SA001

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$4,500,000	\$5,250,000	\$5,500,000	\$8,500,000	\$13,200,000	\$7,700,000	\$8,500,000
395200 - Sanitary Revenue	\$2,000,000	\$2,000,000	\$3,500,000	\$1,500,000	\$1,300,000	\$1,300,000	\$3,000,000
REVENUES	\$6,500,000	\$7,250,000	\$9,000,000	\$10,000,000	\$14,500,000	\$9,000,000	\$11,500,000
Expenses							
DANDPM - Design and Project Management	\$1,175,000	\$1,288,000	\$1,550,000	\$1,700,000	\$2,375,000	\$1,550,000	\$1,925,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CONSTC - Construction Costs	\$5,018,000	\$5,619,000	\$7,021,000	\$7,822,000	\$11,427,000	\$7,021,000	\$9,023,000
GOVER - General Overhead	\$307,000	\$343,000	\$429,000	\$478,000	\$698,000	\$429,000	\$552,000
EXPENSES	\$6,500,000	\$7,250,000	\$9,000,000	\$10,000,000	\$14,500,000	\$9,000,000	\$11,500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

Include details here.

If the project is an existing asset, what is the observed remaining life of the asset?

5-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full service level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Include details here.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis will continue to look for grant opportunities with Met Council Environmental Services (MCES) as well as the State Clean Water Revolving Fund.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Include details here.

Economic Development

Will the project contribute to growth in the City's tax base? Y

Describe the economic development impact of the project:

Functional sewer infrastructure is critical to future development projects.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state.

What is the estimated annual operating cost increase or (decrease) for this project?

\$0

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the sanitary sewer system. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SA001 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified structural/condition needs and meet Minnesota Pollution Control Agency (MPCA) regulations.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project improves the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse health or ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained, these failures could disproportionately affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

Minneapolis Public Works Tunnel Management Program

SA036 - Infiltration & Inflow Removal Program

Project Details:

Project Start Date: 1/1/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 2 of 3

Submitting Agency: Public Works

Contact Person: Kelly Moriarity

Contact Phone Number: 612-673-3617

Contact Email: Kelly.moriarity@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$2,500,000

Total project cost (all years): \$15,000,000

Project Location:

Address: City Wide

City Sector: City Wide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Various

Project Description

This program focuses on implementing an inflow and infiltration (I&I) reduction program based on Metropolitan Council Environmental Services (MCES) Ongoing I&I Surcharge Program and the City's Combined Sewer Overflow (CSO) elimination efforts. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities include but are not limited to rehabilitation projects lining of sewer pipes, and manhole lining/repairs.

Purpose and Justification

The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risks for overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The reduction of clear water in the sanitary sewer system is also required by MCES which provides regional wastewater collection and treatment. The MCES Ongoing I&I surcharge program is based on reducing peak flow from the city sanitary system that occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I. Reduction of I&I also reduces the total volume of wastewater sent to the treatment plant and therefore reduces the amount of money the City has to pay MCES to treat wastewater.

Project Visuals and Map



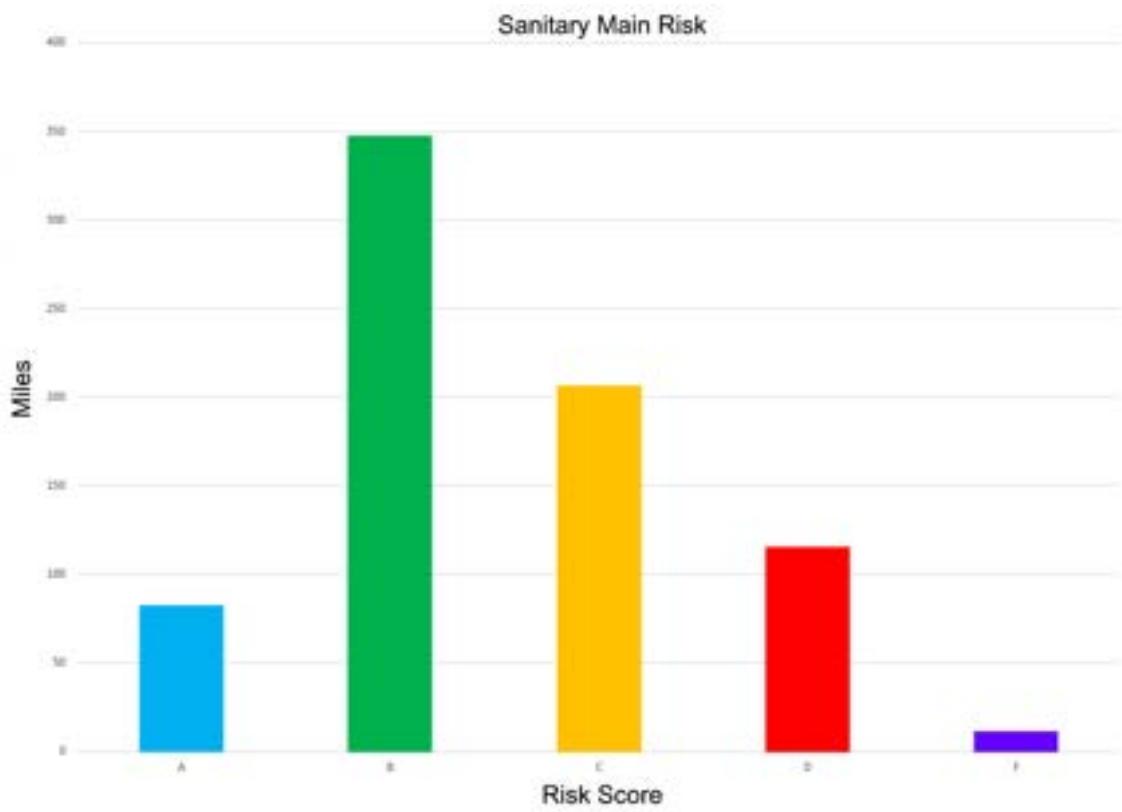
Cured-in-Place Pipe Lining



Manhole Cover Replacement



Infiltration & Inflow Repairs



Project Funding and Cost Breakdown

SA036

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$2,000,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
395200 - Sanitary Revenue	\$500,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
REVENUES	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
Expenses							
DANDPM - Design and Project Management	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000	\$360,000
CONSTC - Construction Costs	\$2,044,000	\$2,040,000	\$2,040,000	\$2,040,000	\$2,040,000	\$2,040,000	\$2,040,000
GOVER - General Overhead	\$96,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
EXPENSES	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

Ongoing Program

If the project is an existing asset, what is the observed remaining life of the asset?

5-40 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is deferred or canceled, asset conditions will continue to decline towards failure, increasing operating maintenance costs and resulting in the need for more costly full replacement projects. At that point, if the assets are not replaced, it will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Sanitary facilities are required to meet the standards of the City's National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the US. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full service level is cost prohibitive, we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3.4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

The City has applied for grant funding from the 2024 State Bond Funded Municipal Inflow and Infiltration (I/I) Grant Program which is administered by the Metropolitan Council. The preliminary grant estimate for the City is \$2,998,850

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The current grant estimate is for work completed during 2024 and 2025. Reimbursement will occur in 2026 pending final value of work submitted by all grantees. The City has received \$4,119,065 in grant funding from 2011-2023 to supplement the City's I&I program. Work for this latest grant is also being coordinated with the Hennepin and 1st Ave S paving projects. These grants vary based on money available and the number of projects competing for the funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

MCES provided funding thru their grant programs for portions of multiple projects

Describe any inclusion of public art with the project or collaboration with Art in Public Places

n/a

Economic Development

Will the project contribute to growth in the City's tax base? Indirectly supports

Describe the economic development impact of the project:

Removal of Inflow and Infiltration from Sanitary Sewers can provide additional capacity for future development more cost effectively than expanding system

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

n/a

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

n/a

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

reduce

What is the estimated annual operating cost increase or (decrease) for this project?

see below

Year that Operating Incr/(Decr) will take effect?

ongoing

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Investing in sanitary sewer rehabilitation will ultimately decrease operating costs as savings are realized in labor, equipment and material expenses associated with the ongoing maintenance and small repairs of the areas in most need. Clear water is also be removed with these projects, reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Primarily consists of rehab/repair of existing, results in longer useful life of existing assets.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

No future capital investment is required to realize the expected useful life of these improvements.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SW036 is set up as a long-term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed. Some contracts may span more than one budget year. Unspent prior year bond authorizations will be used for projects in the current year.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

n/a

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program has some flexibility between years in the five-year plan, but MCES requires steady investment in I&I reduction.

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment
- Improve the tree canopy and urban forest

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. Failures in the system resulting in backups if the system is not maintained could disproportionately affect BIPOC and socially vulnerable communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/when it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Direct mailers and doorhangers in advance of the work

Analysis

How does the outcome for this project help the city achieve racial equity?

Maintaining sanitary sewer services in the City ensures that all areas of the City are served

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

SA99R - Reimbursable Sanitary Sewer Projects

Project Details:

Project Start Date: 01/05/25

Estimated Project Completion Date:

Ongoing Program: Y

Current Phase: Construction

Level of Need: Desirable

Department Priority: 3 of 3

Submitting Agency: Public Works

Contact Person: Kevin Danen

Contact Phone Number: 612.673.5627

Contact Email:

Website:

Prior year(s) funding amounts: \$1,000,000

Total project cost (all years): \$6,000,000

Project Location:

Address: City Wide

City Sector: City Wide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Various locations throughout City

Project Description

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification

This program allows the Division to annually respond to requests to perform work for others and have a financial cost center to accumulate charges until the time of reimbursement without financially impacting other programs or budgets that the Division is performing work for itself under

Project Visuals and Map



Project Funding and Cost Breakdown

SA99R							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
345501 - Other Services Provided	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
REVENUES	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$962,000	\$962,000	\$962,000	\$962,000	\$962,000	\$962,000	\$962,000
GOVER - General Overhead	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000
EXPENSES	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

NA

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

NA

What is the expected useful life of the project/improvement?

NA

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

NA

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

NA

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

NA

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

NA

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

NA

Describe status and timing details of secured or applied for grants or other non-City funding sources:

NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

NA

Describe any inclusion of public art with the project or collaboration with Art in Public Places

NA

Economic Development

Will the project contribute to growth in the City's tax base? Y/N

Describe the economic development impact of the project:

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

NA

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

NA

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

NA

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

NA

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

NA.

What is the estimated annual operating cost increase or (decrease) for this project?

NA

Year that Operating Incr/(Decr) will take effect?

NA

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

NA

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

NA

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

NA

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

NA

If this is a new project, describe the major project phases and timing anticipated for completing the project:

NA

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

NA

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Please describe here.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

What data is available or missing? How can you obtain additional data?

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Describe the engagement and what have you learned?

Analysis

How does the outcome for this project help the city achieve racial equity?

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

SAPVR - Sanitary Sewer Paving Project Program

Project Details:

Project Start Date: 01/01/25

Estimated Project Completion Date:

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Important

Department Priority: 3 of 3

Submitting Agency: Public Works

Contact Person: Kevin Danen

Contact Phone Number: 612.673.5627

Contact Email:

Website:

Prior year(s) funding amounts: \$7,000,000

Total project cost (all years): \$34,700,000

Project Location:

Address: City Wide

City Sector: City Wide

Neighborhood(s) Located: City Wide

Ward(s) Located: All

Description of Location:

Project Description

This program establishes annual funding to perform data driven repair and rehabilitation activities as needed to the sanitary sewer system in coordination with capital paving projects. The program will maximize City-wide investments by aligning sewer rehabilitation projects with street reconstruction or resurfacing.

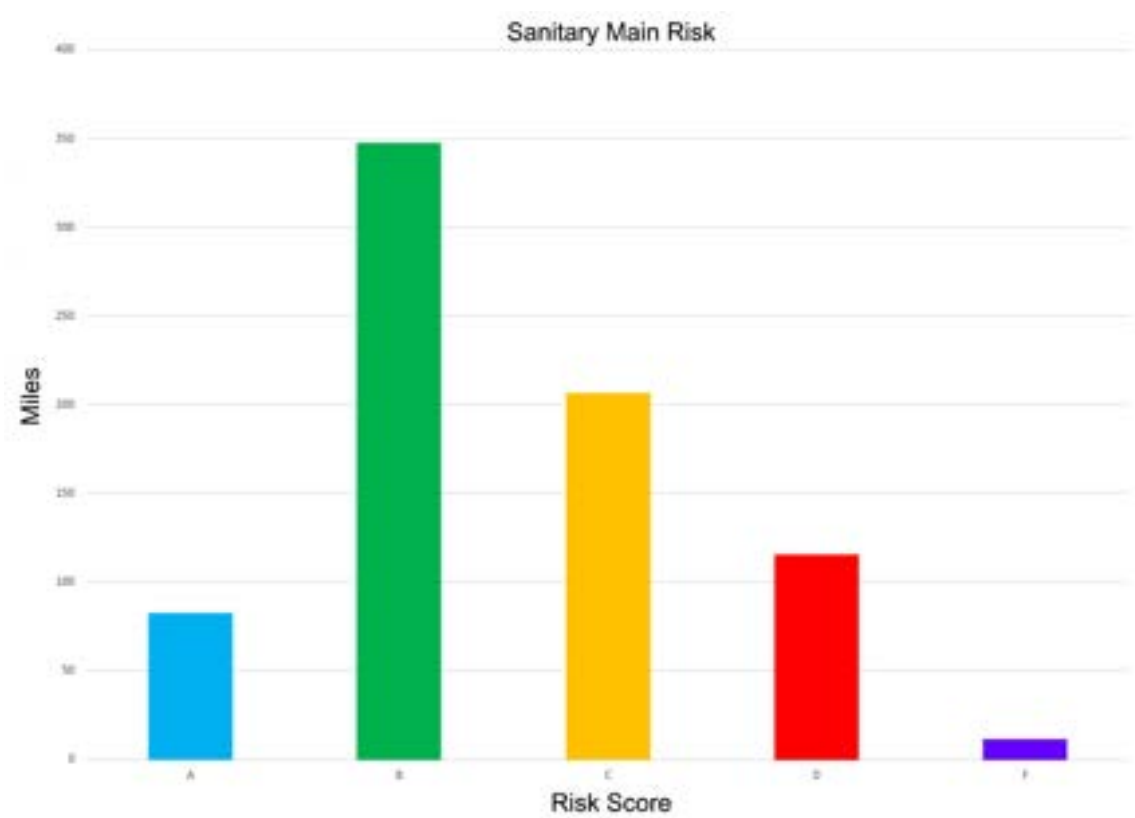
Purpose and Justification

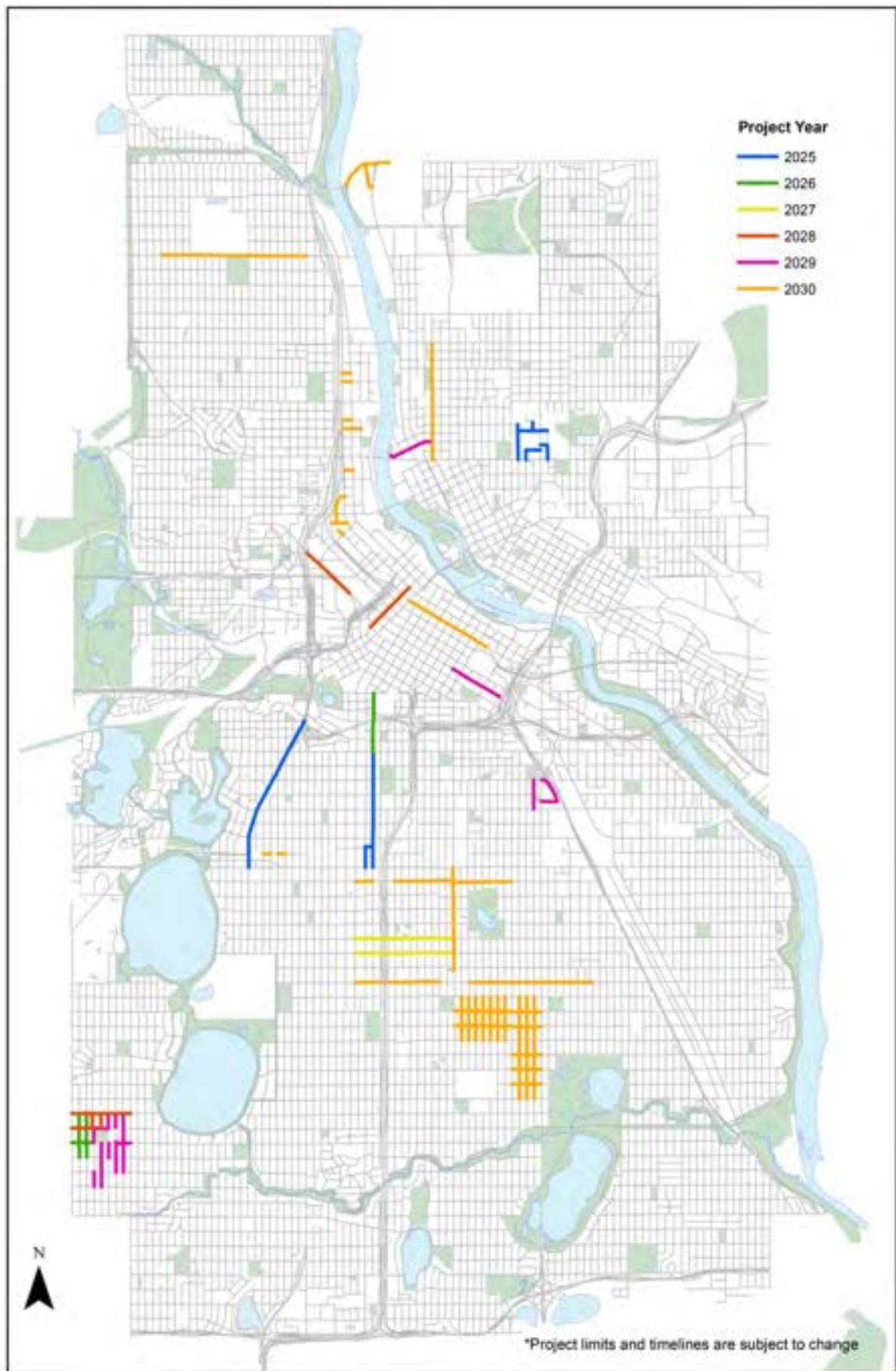
The City owns and operates approximately 832 miles of sanitary sewer piping. The City's sanitary collection system conveys sanitary sewage flow to main interceptors and the treatment plant, both owned and operated by the Metropolitan Council Environmental Services.

To maintain system functionality the City uses condition and risk data to identify and prioritize sewer infrastructure rehabilitation needs.

Coordinating the underground infrastructure repair work with paving projects provides savings due to economies of scale and minimizes impacts to the public by synchronizing schedules for sanitary sewer and paving projects that disrupt the right of way.

Project Visuals and Map





Date: 3/25/2024

Reconstruction Projects 2025-2030

Write a title for the content below

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
345501 - Other Services Provided	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391003 - Enterprise Bonds Issued	\$6,000,000	\$11,200,000	\$6,500,000	\$5,000,000	\$2,000,000	\$3,500,000	\$4,000,000
395200 - Sanitary Revenue	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000	\$500,000	\$0
REVENUES	\$7,000,000	\$11,200,000	\$7,500,000	\$5,000,000	\$3,000,000	\$4,000,000	\$4,000,000
Expenses							
DANDPM - Design and Project Management	\$1,250,000	\$1,880,000	\$1,325,000	\$950,000	\$650,000	\$800,000	\$800,000
CONSTC - Construction Costs	\$5,566,000	\$8,783,000	\$5,819,000	\$3,817,000	\$2,215,000	\$3,016,000	\$3,016,000
GOVER - General Overhead	\$184,000	\$537,000	\$356,000	\$233,000	\$135,000	\$184,000	\$184,000
EXPENSES	\$7,000,000	\$11,200,000	\$7,500,000	\$5,000,000	\$3,000,000	\$4,000,000	\$4,000,000

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

Asset Condition

Asset type: Horizontal Infrastructure,

Is this request a new capital project or an existing project? Existing

Include details here.

If the project is an existing asset, what is the observed remaining life of the asset?

5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 832 miles of sanitary sewer pipes and performs periodic inspections of the system. To date 57% (474 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the sanitary sewer system. The graph shown above summarizes the findings.

The sanitary sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in untreated sanitary sewer discharge entering properties and stormwater watersheds in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Sanitary Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full service level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

N/A

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis will continue to look for grant opportunities with Met Council Environmental Services (MCES) as well as the State Clean Water Revolving Fund.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The City of Minneapolis often has to collaborate with the Metropolitan Council Environmental Services (MCES) regarding projects. The City's system collects and conveys sanitary sewage flow to main interceptors owned by MCES.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

N/A

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

N/A

What is the estimated annual operating cost increase or (decrease) for this project?

0

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the sanitary sewer system. Clear water can also be removed with these projects, potentially reducing the MCES treatment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SAPVR is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

N/A

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified structural/condition needs and meet Minnesota Pollution Control Agency (MPCA) regulations.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which is response to the road reconstruction projects. The metrics for how road reconstruction projects are added to the Capital Improvement Program include pavement condition scoring but it also includes an equity metric that supports investment in underserved parts of the city.

This equity metric will ensure that sanitary rehabilitation will happen in historically disadvantaged parts of the City.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research.

What data is available or missing? How can you obtain additional data?

City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The Inform strategy will be utilized after project development.

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Maintaining sanitary sewer services in the City ensures that all areas of the City are served.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

SWK01 - Defective Hazardous Sidewalks Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant / Important / Desirable

Department Priority: 20 of 62

Submitting Agency: Public Works

Contact Person: Aaron Johnson

Contact Phone Number: 612-900-9621

Contact Email: aaron.johnson@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/repair/>

Prior year(s) funding amounts: \$2,580,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

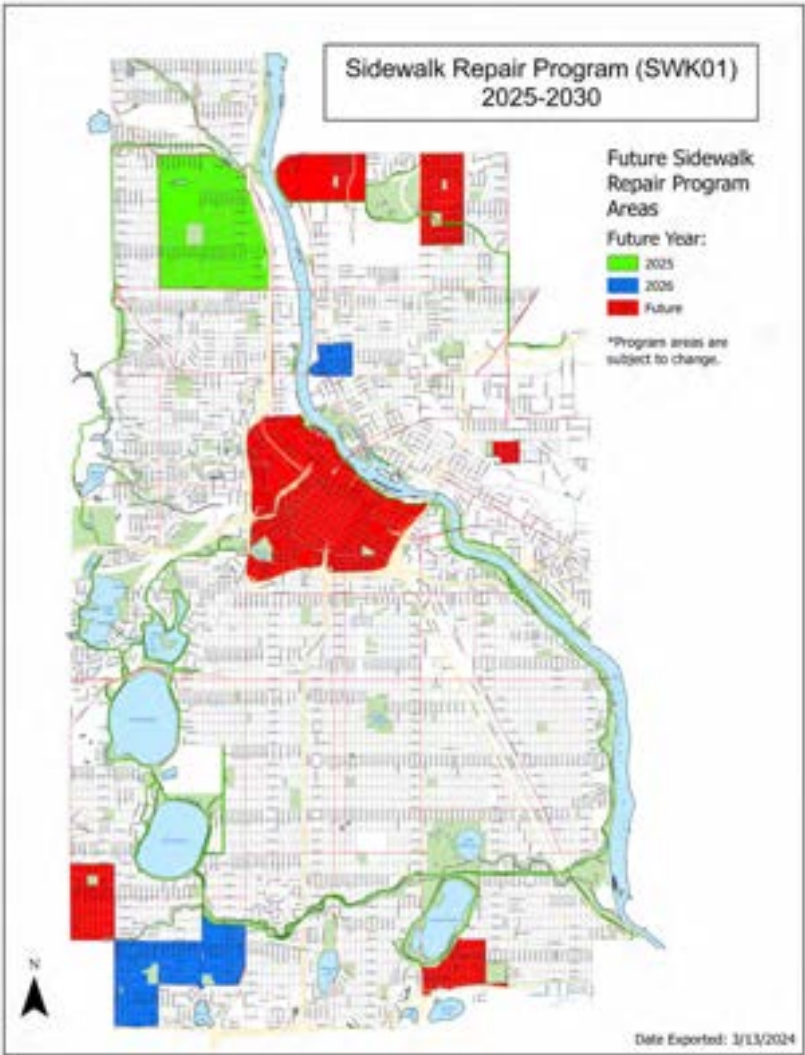
Project Description

To provide a safe and accessible pedestrian passage along approximately 2,000 miles of public sidewalk by inspecting and replacing hazardous and defective public sidewalks. The work is done in neighborhood size areas throughout the city and additional locations based on need. The work is coordinated with other construction projects performed by Public Works, Hennepin County, utility providers, and other entities. The work is competitively bid to private sidewalk contractors to obtain the lowest possible price. All work is performed in accordance with City of Minneapolis specifications and to the current Americans with Disabilities Act requirements.

Purpose and Justification

Maintaining safe and accessible sidewalks plays an essential role in reaching City goals to support and promote walking and biking. The additional installation of ADA compliant pedestrian ramps and boulevard tree rings improves livability and pedestrian mobility in the City. Not doing this project would result in the deterioration of the public sidewalks.

Project Visuals and Map



Project Funding and Cost Breakdown

SWK01							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
391002 - Net Debt Bonds Issued	\$580,000	\$580,000	\$580,000	\$580,000	\$580,000	\$580,000	\$580,000
REVENUES	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000
Expenses							
DANDPM - Design and Project Management	\$645,000	\$645,000	\$645,000	\$645,000	\$645,000	\$645,000	\$645,000
CONSTC - Construction Costs	\$1,677,000	\$1,677,000	\$1,677,000	\$1,677,000	\$1,677,000	\$1,677,000	\$1,677,000
GOVER - General Overhead	\$258,000	\$258,000	\$258,000	\$258,000	\$258,000	\$258,000	\$258,000
EXPENSES	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000	\$2,580,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The initial life of this asset is 50 years, and the ongoing repair program and ADA Pedestrian Ramp Improvements are on a 20-year inspection cycle for select repairs and improvements to maintain this infrastructure indefinitely.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the 2021 Minnesota Department of Transportation Guidelines for ADA Pedestrian Ramp design and construction, and the Federal Highway Administration Maintenance Guide for sidewalks and the City of Minneapolis Attorney's office recommendations.

What is the expected useful life of the project/improvement?

The expected useful life is 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Sidewalk programs are aimed at extending the useful life of the sidewalks. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the sidewalks in good shape, which will be paid through the existing maintenance budget, including assessments and invoice payments.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project assures that the public sidewalks are maintained and are in good repair.

On a scale of 1-5, this program has a service level of 3 or 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No Grants or non-City funding has been secured.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include utility companies such as CenterPoint Energy, Verizon, US Internet, Comcast, Xcel Energy, MCI, and CenturyLink as well as public agencies such as the Met Council, Hennepin County, Minnesota Department of Transportation. Collaboration with partners will focus on improving sidewalk and ADA Pedestrian ramp improvements in the public right-of-way.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This project impacts various sidewalk segments around the city. Existing and planned transitways, transit routes, and high-volume pedestrian corridors will be considered in the project selection process. If selected this project will improve the pedestrian experience by correcting broken and hazardous sidewalks.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for pedestrians through repair and improvement in the city's sidewalk network for walking and rolling. It also increases City-wide mobility by installing ADA pedestrian curb ramps.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No, the sidewalks in the public right of way are dedicated and defined for the use of pedestrians.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

New infrastructure will be paid for by permit fees collected as a part of the ongoing program.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Sidewalk repairs are completely scalable and frequently are programmed to utilize all the bond funds allocated for that year.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 project is in, or borders, Census tracts with TEP scores in tiers 2 and 3.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

SWK02 - Sidewalk Gaps Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 48 of 62

Submitting Agency: Public Works

Contact Person: Kristian Zimmerman

Contact Phone Number: (612) 673-5011

Contact Email:

kristian.zimmerman@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

This program will address sidewalk gaps by installing public sidewalks where sidewalks are missing on one or both sides of the street. In Minneapolis, more than 93% of streets have sidewalks on both sides, but 4% have sidewalks on only one side, and 3% of streets are missing sidewalks on both sides altogether, as identified in the 2022 ADA Transition Plan. In 2019 and 2020, 1.72 miles of sidewalk gaps were closed in Minneapolis through the Sidewalk Gap program. This work directly supports Action 5.4 in the 2020 Transportation Action Plan. The Sidewalk Gap program actively works to confirm the location of and fill gaps in the sidewalk network. Along with other policies and programs (such as the 2020 Transportation Action Plan and the 2022 ADA Transition Plan) the Sidewalk Gap program plays a critical role in removing accessibility barriers in Minneapolis. The sidewalk work will be coordinated with other construction projects performed by Public Works, Hennepin County, Metro Transit, MnDOT, utility providers, and other entities. This program will provide sidewalks where there were no sidewalks previously and would not replace SWK01 (Defective Hazardous Sidewalk Program), which replaces existing public sidewalks in disrepair.

Purpose and Justification

This program works to ensure that transportation corridors include sidewalks on both sides of the street. This program acknowledges the importance of sidewalks as a crucial component of a complete transportation network in accordance with the Complete Streets Policy.

Sidewalk gaps often exist in places with site constraints (e.g., right-of-way, grade/slopes, or utility conflicts) or are adjacent to properties that have not been required to provide sidewalks in the past due to land uses or ownership (e.g., industrial areas or public cemeteries, respectively). Projects will be selected based on

community demographic conditions, potential users, areas with reported pedestrian safety concerns, minimal site constraints, and adjacent property attributes.

When creating the 2025-2030 CIP, Public Works prioritized funding projects that are already underway with planning and design, as well as those with time-bound, outside funding sources. This resulted in constraints to fund all projects and programs in line with historic service levels, particularly in 2028. The supplemental funding request reflects Public Works commitment to delivering projects in alignment with historic service levels within this program in future years.

Project Visuals and Map



Project Funding and Cost Breakdown

SWK02	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$300,000
REVENUES	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$300,000
Expenses							
DANDPM - Design and Project Management	\$0	\$75,000	\$0	\$0	\$0	\$75,000	\$75,000
CONSTC - Construction Costs	\$0	\$195,000	\$0	\$0	\$0	\$195,000	\$195,000
GOVER - General Overhead	\$0	\$30,000	\$0	\$0	\$0	\$30,000	\$30,000
EXPENSES	\$0	\$300,000	\$0	\$0	\$0	\$300,000	\$300,000

Supplemental Project Funding and Cost Breakdown

SWK02 Supplemental Request							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0
REVENUES	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$75,000	\$75,000	\$75,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$195,000	\$195,000	\$195,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$30,000	\$30,000	\$30,000	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
EXPENSES	\$0	\$0	\$300,000	\$300,000	\$300,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing program of new facilities.

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly constructed sidewalk is roughly 50 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The program constructs new sidewalks, in the future those sidewalks would be assessed by Public Works using current practices. Public Works uses the 2021 Minnesota Department of Transportation Guidelines for ADA Pedestrian Ramp design and construction, and the Federal Highway Administration Maintenance Guide for sidewalks and the City of Minneapolis Attorney's office recommendations.

What is the expected useful life of the project/improvement?

The useful lifespan for newly constructed sidewalk infrastructure is expected to be 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This program aims to construct new sidewalks, deferring funding for this program would delay the progress towards closing sidewalk gaps. Sidewalk programs are aimed at extending the useful life of the sidewalks. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the sidewalks in good shape, which will be paid through the existing maintenance budget

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will address sidewalk gaps by installing public sidewalks where sidewalks are missing on one or both sides of the street. The 2009 Pedestrian Master Plan identifies 108 miles of sidewalk gaps. The sidewalk work will be coordinated with other construction projects performed by Public Works, Hennepin County, Metro Transit, MnDOT, utility providers, and other entities. This program will provide sidewalks where there were no sidewalks previously and would not replace SWK01 (Defective Hazardous Sidewalk Program), which replaces existing public sidewalks in disrepair.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This program works to ensure that transportation corridors include sidewalks on both sides of the street. This program acknowledges the importance of sidewalks as a crucial component of a complete transportation network in accordance with the Complete Streets Policy. Sidewalk gaps often exist in places with site constraints (e.g., right-of-way,

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

grade/slopes, or utility conflicts) or are adjacent to properties that have not been required to provide sidewalks in the past due to land uses or ownership (e.g., industrial areas or public cemeteries, respectively). Projects will be selected based on community demographic conditions, potential users, areas with reported pedestrian safety concerns, minimal site constraints, and adjacent property attributes.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The program's goal is to improve the pedestrian experience by filling gaps in the sidewalk network. Existing and planned transitways, transit routes, and high-volume pedestrian corridors will be considered in the project selection process.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the primary purpose of the program is to construct new sidewalks where they currently do not exist.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

As a citywide program, projects will take place along a variety of street types and widths, including those with constrained right-of-way. There will be opportunities for innovation in design that will be based on the context of each project, including right of way availability, utility conflicts, and varying grades.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

New sidewalks will be inspected for repair or replacement by the Sidewalk Inspection office in accordance with normal City practices. Funds for the operation of the Sidewalk Inspection office are provided by:

1. Sidewalk Construction Permit fees paid by contractors
2. Administrative fees paid by property owners when they are notified by the Sidewalk Inspections office and are required by ordinance to repair public sidewalk defects, or, when they request to use the City hired sidewalk contractor to make needed repairs to defective public sidewalk

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects funded through this program are anticipated to be one year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the project.

3. Administrative fees paid by other City of Minneapolis departments when the sidewalk portion of their project work is constructed by the City hired sidewalk contractor.
4. The cost of maintenance of the public sidewalks is required by ordinance (City of Minneapolis Code of Ordinance 427.90) to be paid for by the adjacent property owner.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 project is in, or borders, Census tracts with TEP scores in tier 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

SW004 - Implementation of US EPA Storm Water Regs

Project Details:

Project Start Date: 1/1/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase:

Level of Need: Significant

Department Priority: 3 of 6

Submitting Agency: Public Works

Contact Person: Elizabeth Stout

Contact Phone Number: 612-673-5284

Contact Email:

elizabeth.stout@minneapolismn.gov

Website:

Prior year(s) funding amounts:

Total project cost (all years):

Project Location:

Address: Citywide

City Sector: Citywide

Neighborhood(s) Located: Citywide

Ward(s) Located: All

Description of Location:

Project Description

This program will allow the implementation of individual projects typically referred to as Best Management Practices (BMPs) designed to mitigate the pollution effects of urbanization on stormwater runoff. Structural BMPs are capital improvement projects such as bio-infiltration basins, tree trenches, raingardens, and other types of green stormwater infrastructure (GSI), whereas non-structural BMPs are practices and programs such as street sweeping and system maintenance activities. Projects under this program would be opportunities to construct BMPs focused on water quality that cannot otherwise be coordinated within other programs like flood mitigation or paving project requirements.

GSI practices help to mitigate the impacts from climate change such as an increase in flooding and urban heat island impacts. Mitigating these impacts also helps the city advance racial equity. The impacts of climate change are disproportionately borne by communities of color and are a factor in environmental injustice. The projects completed under this program improve the runoff being discharged to the lakes, streams, and Mississippi River, help to increase urban greening and reduce urban heat island impacts and help minimize flood impacts in the City of Minneapolis.

Purpose and Justification

The primary purpose for this project is to assist the City in complying with National Pollutant Discharge Elimination system (NPDES) Stormwater Management requirements. The objective of these requirements is to improve the overall water quality of our receiving surface waters.

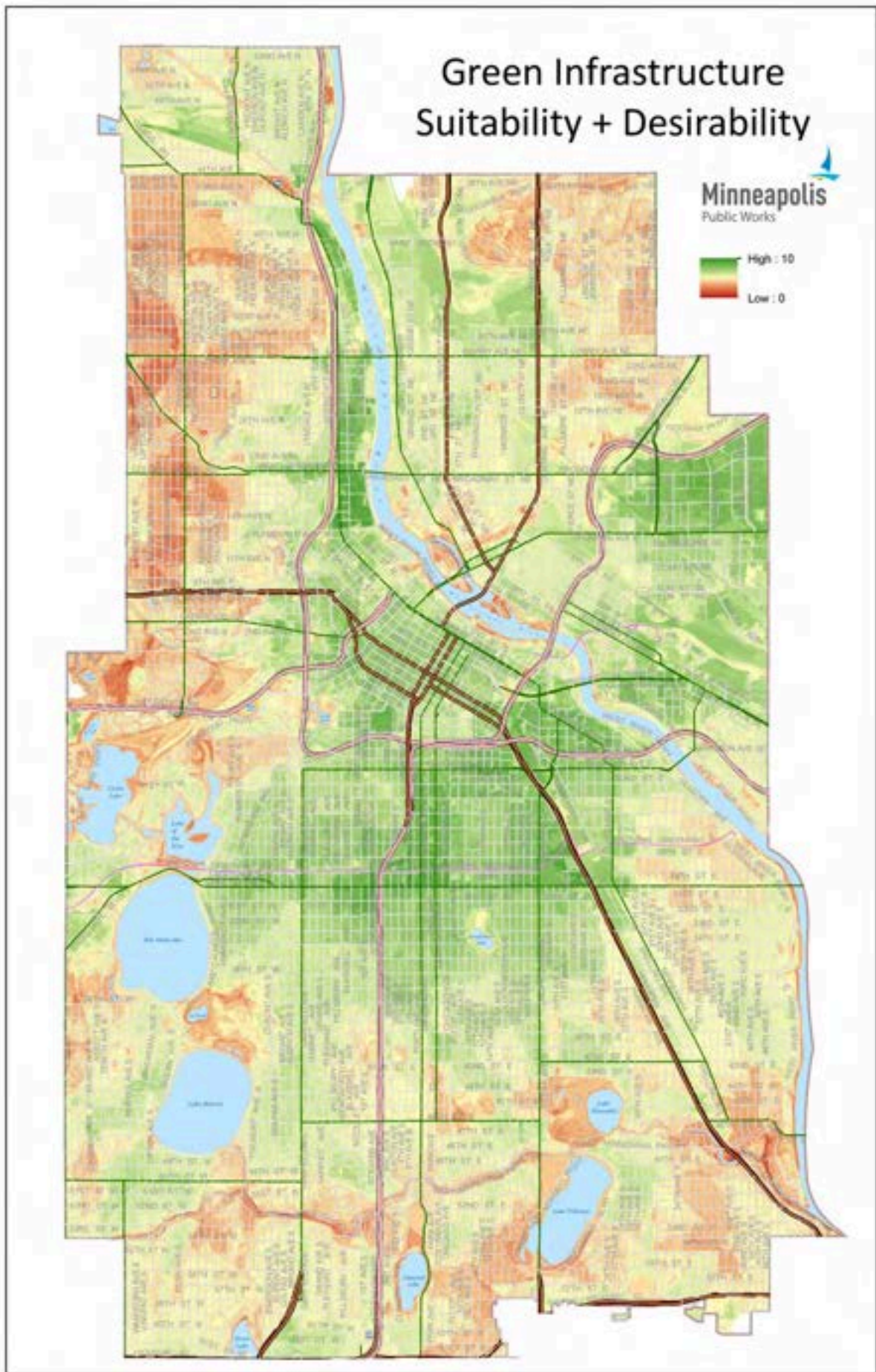
Project Visuals and Map



29th and Bloomington/Talmage Diverter

Completed in 2021





Project Funding and Cost Breakdown

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
395300 - Stormwater Revenue	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
REVENUES	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Expenses							
DANDPM - Design and Project Management	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
CONSTC - Construction Costs	\$215,000	\$430,000	\$430,000	\$430,000	\$430,000	\$430,000	\$430,000
GOVER - General Overhead	\$10,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
EXPENSES	\$250,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

NA

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis has over 500 publicly owned and managed stormwater best management practices installed across the city to manage and improve water quality in receiving waters such as lakes, creeks, and the river. Structural best management practices and green stormwater infrastructure are inspected annually and stormwater management ponds are inspected on a 5-year rotating basis. These inspections are used to plan maintenance and replacement programs.

What is the expected useful life of the project/improvement?

25-35 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded the City may run the risk of being found to not be meeting federal Clean Water Act requirements. This could lead to fines and/or enforcement actions against the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets built with this program will be maintained through the Stormwater Utility enterprise fund.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the Minnesota Pollution Control Agency (MPCA) and the federal Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level for this program is ensuring full compliance with regulatory requirements. The city's NPDES/SDS permit requires full compliance for stormwater management facilities or the equivalent water quality treatment must be made up elsewhere in the system. The program currently ranks a 3 or 4. The city is meeting requirements but there is room for improvement in efficiency and effectiveness. There are lakes and creeks within the city that are not meeting clean water standards that this program will work to improve.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

In progress.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has previously received grants from watershed management organizations, state agencies, and Hennepin County to further projects under this program and will continue to pursue similar opportunities as they are available. This program is also used to match grant funding when needed.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The Minneapolis Park & Recreation Board (MPRB) is a co-permittee with the City of Minneapolis on the National Pollutant Discharge Elimination System (NPDES) permit. The watershed organizations have multiple roles with the protection of water resources within the city. These partners are variously involved with the planning, implementation, and additional funding of projects utilizing this fund.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None at this time.

Economic Development

Will the project contribute to growth in the City's tax base?

Maintains existing tax base

Describe the economic development impact of the project:

Protection of water resources and providing fishable and swimmable lakes, creek, and river further the city's livability and viability as a community of choice.

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

NA

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

NA

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

NA

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The implementation of new stormwater management facilities for the protection of clean water will require additional ongoing maintenance and there will be increase costs to maintain new assets.

What is the estimated annual operating cost increase or (decrease) for this project?

Cost will vary depending on the project

Year that Operating Incr/(Decr) will take effect?

Year after construction.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Construction of new stormwater best management practices (BMPs) may require additional maintenance costs, which would be paid for through the Stormwater Utility enterprise fund. Maintenance costs are highly dependent on the BMPs selected

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Any increase would be paid for through the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Any increase would be paid for through the Stormwater Utility enterprise fund.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects under this program are in progress.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps to meet ongoing needs.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This program is intended to improve the water quality in the City's lakes, creeks, and Mississippi River to meet minimum state clean water standards - in furtherance of the following City Goals

Public Services:

- Work collaboratively between City departments to ensure utility budgets are adequately funded to protect water quality.

Environmental Justice:

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Improve the tree canopy, urban forest, and pollinator habitat.

Built Environment and Transportation:

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents BIPOC or white. This is supported by the data gathered from various community events, neighborhood gatherings, and current research. Nonetheless, individual or community priorities are formed by the immediate and urgent issues that they face, such as a resident facing imminent risk of flooding – who would obviously be more concerned about flooding than other issues. Demographic data suggests that many of the BIPOC communities in Minneapolis are disproportionately impacted by urban heat island impacts due to a reduced tree canopy and increased impervious surfaces. Implementing green stormwater infrastructure can help combat these impacts by adding urban greening and habitat.

What data is available or missing? How can you obtain additional data?

Water quality modeling data is now available for all of Minneapolis. This data identifies locations of existing stormwater best practices, water quality impairments in lakes, creeks, and the river, and predictions on where stormwater best management practices can be located to best improve water quality.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The primary strategy for this program is to inform residents and other stakeholders about city-wide needs for water quality improvement.

There is a goal to increase public participation for the Programs project design and implementation. This may include engaging with residents and stakeholders on how best to meet water quality goals through individual project implementation strategies.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Mitigating the impacts from climate change throughout the city advances racial equity in the city. The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionately borne by communities of color. One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts.

The city is looking to green stormwater infrastructure to meet stormwater management requirements. Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved.

SW005 - Combined Sewer Overflow Improvements

Project Details:

Project Start Date: 1/1/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 4 of 6

Submitting Agency: Public Works

Contact Person: Kelly Moriarity

Contact Phone Number: 612-673-3617

Contact Email: kelly.moriarity@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$750,000

Total project cost (all years): \$4,500,000

Project Location:

Address: city-wide

City Sector: city-wide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: See map below

Project Description

The purpose of this program is to remove the direct inflow of stormwater to the sanitary sewer system and redirect it to the storm drain system where appropriate. This program was developed to remove inflow from public sources and provide facilities for private disconnections where no storm drain currently exists in the area. This program is also used to complement an inflow and infiltration (I&I) reduction program consistent with the Metropolitan Council Environmental Services (MCES) Ongoing I&I Surcharge Program. Inflow is typically flow from a single point where stormwater is entering the sewer system directly through stormwater inlets or discharge from sump pumps, downspouts, and foundation drains. Infiltration usually means the seepage of groundwater into sanitary sewer pipes through cracks and joints. Specific activities typically consist of adding new storm drains.

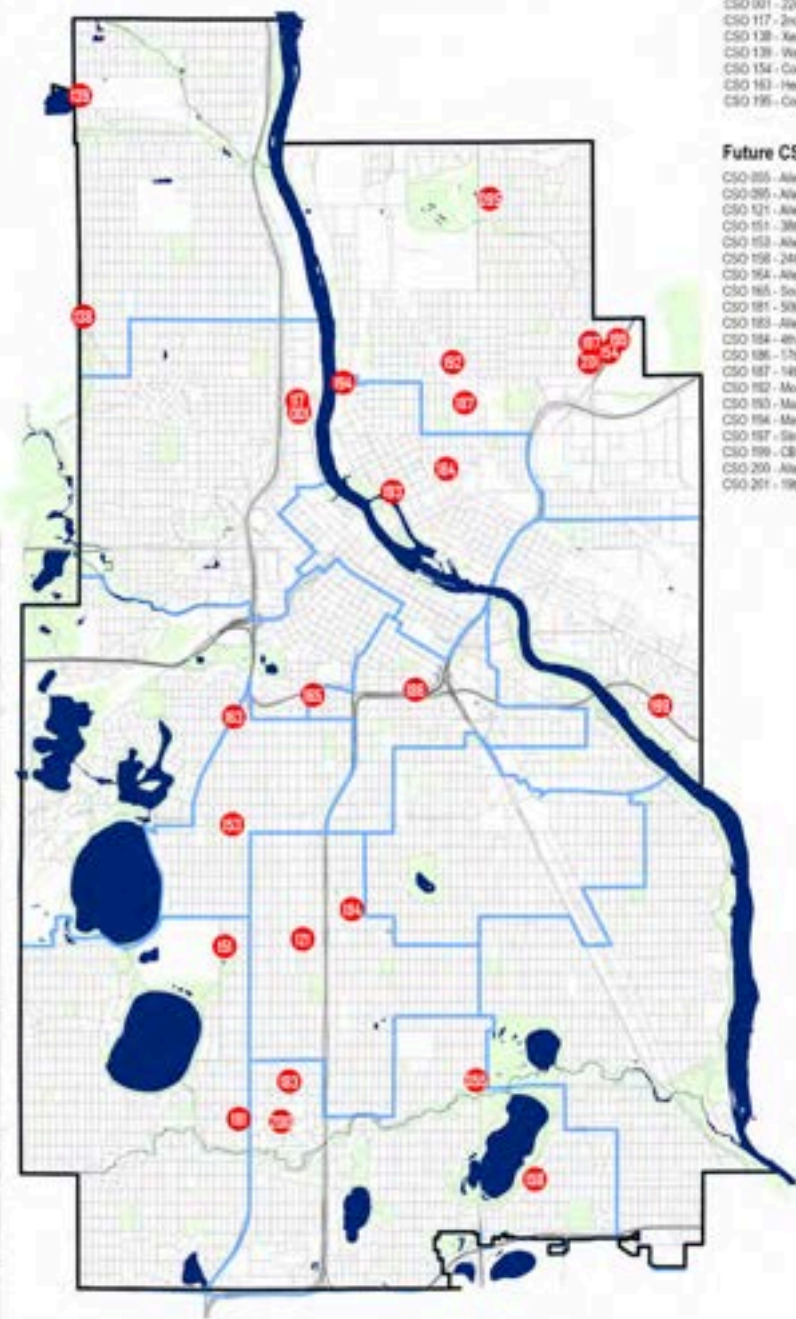
Purpose and Justification

The purpose of the program is to implement projects that will reduce the amount of clear water in the sanitary system and reduce the risk of overflows of untreated sewage mixed with stormwater to the Mississippi River during severe rainstorms. The program is necessary because the City's storm and sanitary sewer systems were originally built as combined systems.

The City is required under the National Pollutant Discharge Elimination System (NPDES) program to eliminate point source discharges to surface waters. And, the reduction of clear water in the sanitary sewer system is required by MCES which provides regional wastewater collection and treatment. The MCES ongoing I&I Surcharge Program is based on peak flows from the city sanitary system which occurs during large rain events. The program requires communities to continually invest in the system and make progress in removing I&I.

Project Visuals and Map

Combined Sewer Overflow Improvements

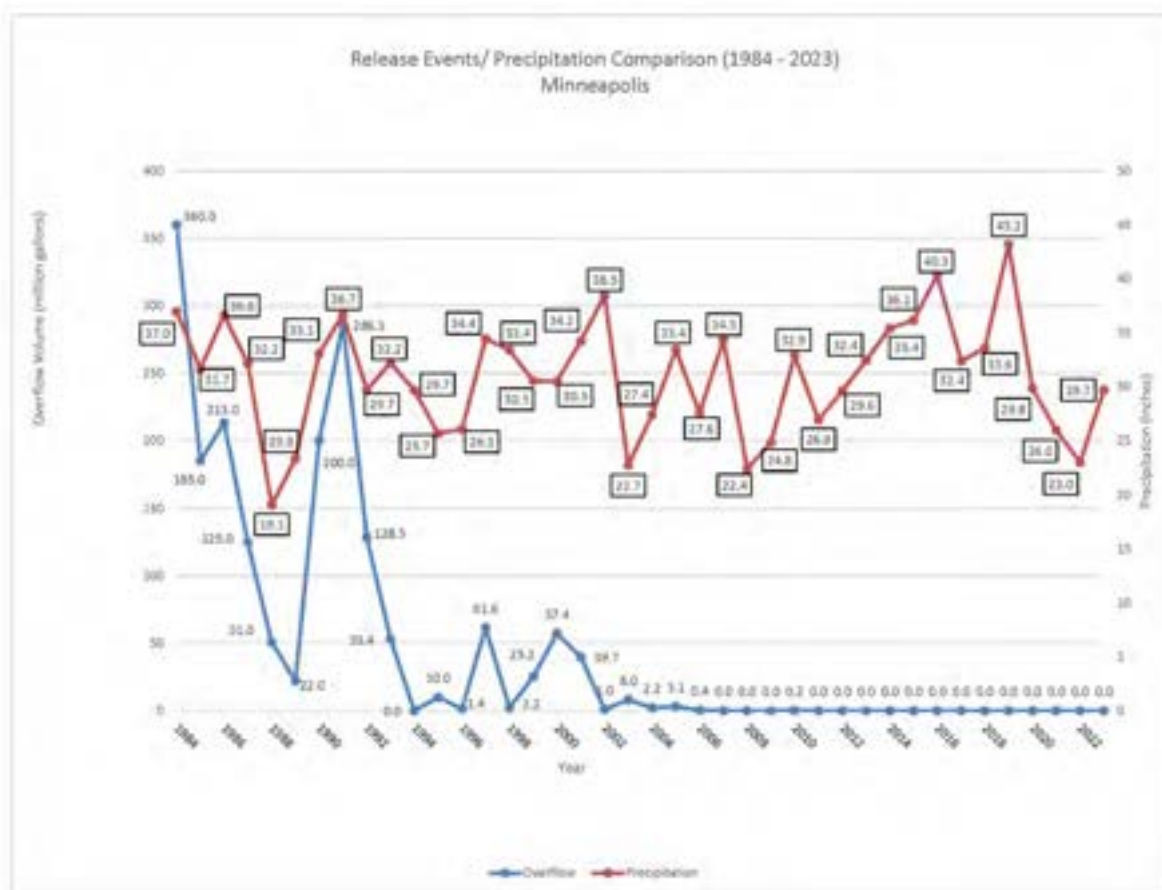


2024 & 2025 CSO

- CSO 001 - 22nd Ave N & 2nd St W
- CSO 117 - 2nd St N & 23rd Ave N
- CSO 138 - Kanes Ave N & Loring Ave N
- CSO 139 - Washburn Ave N & Osage Rd
- CSO 154 - Coolidge St NE & 19th Ave NE
- CSO 163 - Hennepin Ave & Franklin Ave W
- CSO 196 - Coolidge St NE & 22nd Ave NE

Future CSO

- CSO 005 - Alley west of Cedar Ave & south of 47th St E
- CSO 095 - Alley north of 33rd Ave NE & east of Tyler St NE
- CSO 121 - Alley north of 39th St & east of Blomdel Ave S
- CSO 151 - 38th St W & Dupont Ave S
- CSO 153 - Alley south of 29th St W east of Coffey Ave S
- CSO 156 - 24th Ave S & 54 1/2 St E
- CSO 164 - Alley south of Spring St NE east of Madison St NE
- CSO 165 - South of 19th & 1st Ave S
- CSO 181 - 50th St W & Welch Ave S
- CSO 183 - Alley south of 47th St W & east of Northwest Ave S
- CSO 184 - 4th Ave S & 36th St E
- CSO 186 - 17th St E & 17th Ave S
- CSO 187 - 14th Ave NE & Van Buren St NE
- CSO 192 - Monroe St NE & 19th Ave NE
- CSO 193 - Main St NE & 4th Ave NE
- CSO 194 - Marshall St NE & 10th Ave NE
- CSO 197 - Stron BLVD & 22nd Ave NE
- CSO 199 - CB in Triangle Park area off Franklin Ave SE and Arthur Ave SE
- CSO 200 - Alley east of Gladstone Ave S south of 50th St W
- CSO 201 - 19th Ave NE & Stron Pkwy



Graph showing history of rainfall by year and the reduction in overflows to the river over time.

Project Funding and Cost Breakdown

SW005

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
395300 - Stormwater Revenue	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
REVENUES	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
Expenses							
DANDPM - Design and Project Management	\$145,000	\$145,000	\$145,000	\$145,000	\$145,000	\$145,000	\$145,000
CONSTC - Construction Costs	\$576,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000	\$575,000
GOVER - General Overhead	\$29,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
EXPENSES	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing
On-going program

If the project is an existing asset, what is the observed remaining life of the asset?
n/a

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.
n/a

What is the expected useful life of the project/improvement?
100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Clear water is removed from the sanitary sewer system as a result of these projects reducing the City's sewage treatment costs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The improvements would be maintained by the Stormwater Utility Fund. No non-City funding sources are currently identified.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include elimination of combined sewer overflows to protect the city's lakes, creeks, and the river.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

4 - We have met the goal of no CSO releases to the river for 16 of the past 17 years. The risk has not been eliminated, but we have achieved a high level of service.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

Recovering capacity in the sanitary sewer system thru separation of stormwater can allow for new/increased sanitary flow from development.

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes, the Met Council has indicated that recovering capacity in their regional sewer adjacent to projects 117 and 001 is required to support new sewer connections at the Upper Harbor Terminal project north of that location.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

n/a

Describe status and timing details of secured or applied for grants or other non-City funding sources:

n/a

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Several projects require collaboration with various watershed districts or organizations. We also look to coordinate these projects with other planned work including street reconstruction both by City and external agencies.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

n/a

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

n/a

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

n/a

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There is a very small increase in the overall 566 mile storm drain system as a result of this program for the remaining CSO locations. Clear water is also removed from the sanitary sewer system as a result thus reducing the City's sewage treatment costs.

What is the estimated annual operating cost increase or (decrease) for this project?

\$0 - covered with current operations budget

Year that Operating Incr/(Decr) will take effect?

n/a

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Any increase would be paid from the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

n/a

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects listed for 2024-2025 are in various stages of design and moving into construction over the next 2 years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

n/a

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program funding has decreased from past levels to reflect the overall status of the CSO program and the transition from a CSO permit environment to an Integrated MS4 permit. There is also some flexibility among years, although it is most effective to have the consistent program amount available each year.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Stormwater system analysis, design and operation activities are driven by data and computer models. Using data to define these activities reduces the potential for bias and results in a more equitable service level across the city. Providing storm sewer capacity where needed to keep rain water out of the sanitary sewer system minimizes the risk of sanitary backups and combined sewer overflows to the Mississippi River. New facilities are planned to address expected outcomes from climate change. Below is a description of how this project meets City Goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure.
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements.
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest.
-

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt.
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices.
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters.
- Encourage and require reductions in amounts of impervious surfaces. Pilot and promote permeable surface solutions as alternatives to impervious surfaces.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

CSO projects are located throughout the city. We have currently prioritized the projects located in north Minneapolis for work in the next two years CSO 1, 117, 138 and 139.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents BIPOC or white. This is supported by the data gathered from various community events neighborhood gatherings, and current research. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. Nonetheless, individual or community priorities are formed by the immediate and urgent issues that they face such as a resident facing imminent risk of flooding

What data is available or missing? How can you obtain additional data?

Data on what increased water quality will do for our community related to health outcomes prosperity, and economic standing is difficult to pinpoint. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that water resource protection and stormwater management has in the community

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan This engagement covered topics relevant to stormwater management and clean water activities including environmental issues urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city improve the ecological functions of the natural environment and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Mitigating the impacts from climate change throughout the city advances racial equity in the city The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionately born by communities of color One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts

The city is looking to green stormwater infrastructure to meet stormwater management requirements Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

Add any additional information you feel is important for the CLIC committee Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

SW011 - Storm Drains and Tunnels Rehab Program

Project Details:

Project Start Date: 01/01/25

Estimated Project Completion Date:

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 1 of 6

Submitting Agency: Public Works

Contact Person: Kevin Danen

Contact Phone Number: 612-673-5627

Contact Email:

Website:

Prior year(s) funding amounts: \$4,000,000

Total project cost (all years): \$28,000,000

Project Location:

Address: City Wide

City Sector: City Wide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location:

Project Description

This project establishes the annual funding to allow repair and rehabilitation activities to be completed as needed to the storm drain system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division.

Purpose and Justification

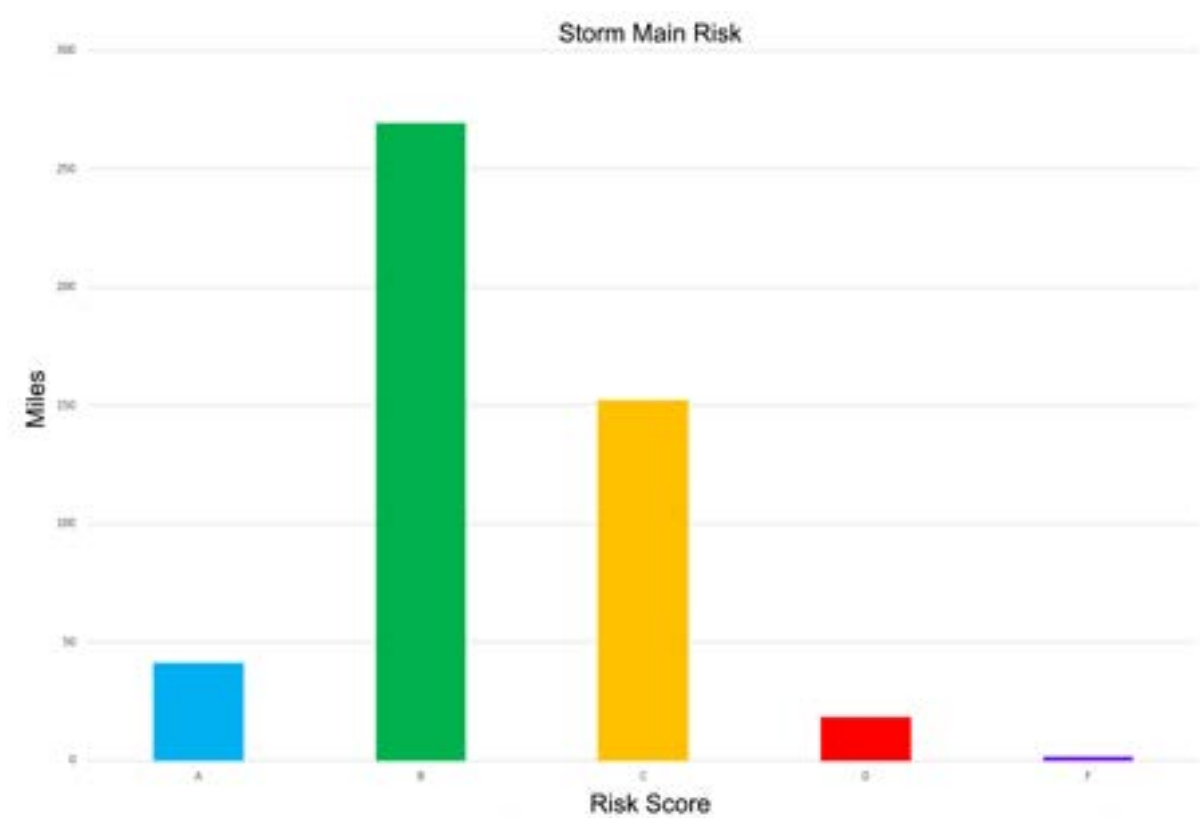
The City owns, operates, and maintains approximately 566 miles of storm drain piping, 400+ storm outfalls, 26 storm drain pump stations, 12 holding ponds, and 16 miles of deep drainage tunnels. The storm drain system conveys storm water runoff to area water bodies such as lakes, streams and the Mississippi River.

At present, efforts are concentrated on the rehabilitation of the deep drainage tunnels, repair improvements to the piping system, repair improvements to the storm drain pump stations and repair improvements to storm drain outfalls. A comprehensive condition assessment was made to the storm drain system with an ongoing effort being made to comprehensively address the aging storm piping system in order to improve the reliability of the system.

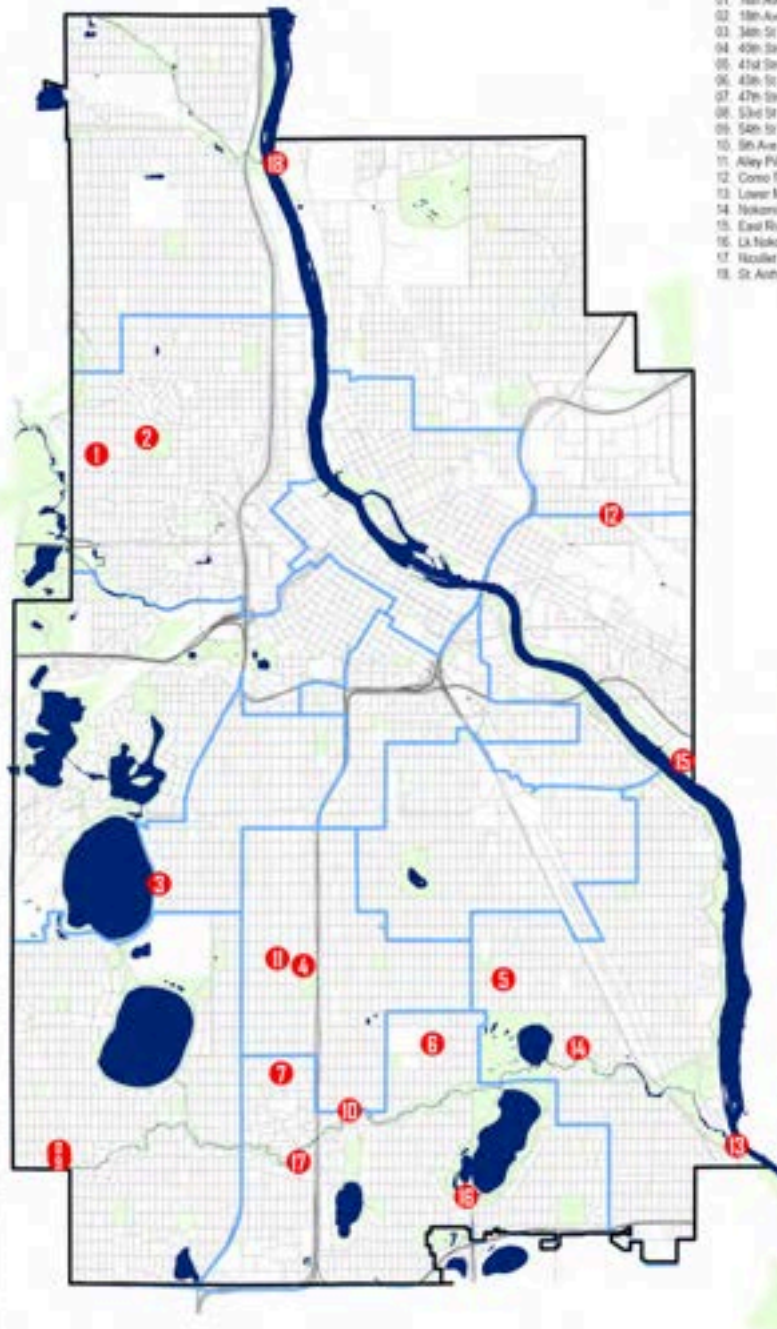
The Public Works Department has also been conducting ongoing emergency spot repairs of damaged or failed tunnel liner sections over the past several years. The cost to repair damaged tunnels varies greatly and work is often limited to the winter months when storm water runoff is limited. The Department is moving

from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Project Visuals and Map

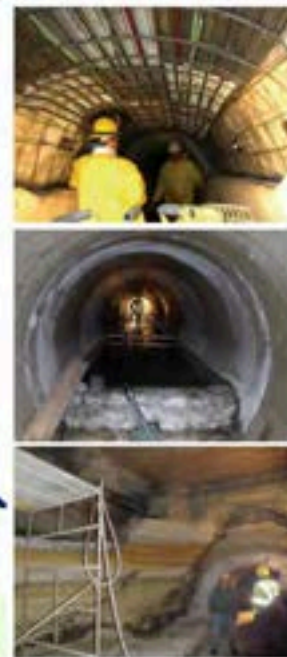


Storm Drains and Tunnels



2024 & 2025 Projects

01. 18th Ave N Alley Storm Replacement
02. 18th Avenue N Alley Storm Replacement
03. 34th St W
04. 40th Street E Alley Storm Replacement
05. 41st Street E Alley Storm Replacement
06. 43th St E Alley
07. 47th Street W Alley Storm Replacement
08. 53rd St W Alley
09. 54th St W Alley
10. 5th Ave S Storm Invert Repair
11. Alley Pillsbury Ave
12. Como Tunnel
13. Lower Mphala Tunnel Outfall
14. Nokomis Ave S
15. East River Terrace (SR)
16. La Nokomis Pkwy
17. Nicollet Bridge slope
18. St. Anthony Pkwy Outfall



Project Funding and Cost Breakdown

SW011

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$3,300,000	\$2,800,000	\$4,300,000	\$3,800,000	\$3,000,000	\$3,000,000	\$3,500,000
395300 - Stormwater Revenue	\$700,000	\$700,000	\$700,000	\$700,000	\$2,000,000	\$2,000,000	\$1,500,000
REVENUES	\$4,000,000	\$3,500,000	\$5,000,000	\$4,500,000	\$5,000,000	\$5,000,000	\$5,000,000
Expenses							
DANDPM - Design and Project Management	\$800,000	\$725,000	\$950,000	\$875,000	\$950,000	\$950,000	\$950,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CONSTC - Construction Costs	\$3,016,000	\$2,615,000	\$3,817,000	\$3,416,000	\$3,817,000	\$3,817,000	\$3,817,000
GOVER - General Overhead	\$184,000	\$160,000	\$233,000	\$209,000	\$233,000	\$233,000	\$233,000
EXPENSES	\$4,000,000	\$3,500,000	\$5,000,000	\$4,500,000	\$5,000,000	\$5,000,000	\$5,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 566 miles of storm sewer pipes and performs periodic inspections of the system. To date 67% (388 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the storm sewer system. The graph shown above summarizes the findings.

The storm sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Storm Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full service level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

NA

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City of Minneapolis is working with the Minnesota Department of Transportation and the Mississippi Watershed Management Organization to identify any other potential funding sources, including State Bonding options.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The City of Minneapolis has joint agreements with the Minnesota Department of Transportation (MnDOT) regarding the tunnels within the freeway right of way system. Those agreements commit the City to maintenance of those tunnel systems. Public Works meets collaboratively with MnDOT to determine priorities and responsibilities.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

NA

Economic Development

Will the project contribute to growth in the City's tax base? Y

Describe the economic development impact of the project:

Functional sewer infrastructure is critical to future development projects.

Does the project support redevelopment opportunity that without the project would be infeasible?

NA

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

NA

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

NA

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

NA

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state..

What is the estimated annual operating cost increase or (decrease) for this project?

0

Year that Operating Incr/(Decr) will take effect?

Include details here.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

NA

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

NA

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SW011 is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

NA

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project maintains and can improve the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- Work collaboratively between City departments to ensure utility budgets are adequately funded to maintain aging infrastructure systems
- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest

Built Environment and Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained these failures could disproportionately affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes, prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved.

SW039 - Flood Mitigation - Stormwater Alternatives

Project Details:

Project Start Date: 1/1/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 2 of 6

Submitting Agency: Public Works

Contact Person: Kelly Moriarity

Contact Phone Number: 612-673-3617

Contact Email: kelly.moriarity@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$8,000,000

Total project cost (all years): \$48,000,000

Project Location:

Address: citywide

City Sector: city wide

Neighborhood(s) Located: all

Ward(s) Located: all

Description of Location: see map below

Project Description

The purpose of this program is to address localized flooding and drainage problems throughout the City. Where practicable, green stormwater practices such as rain gardens, bioswales, constructed wetlands, pervious pavements, and hard surface reduction will be utilized. Solutions for larger-scale drainage problems will look to incorporate underground storage, pipes and ponds with the above practices.

The planning for this program is informed by hydraulic modeling of the storm drain system. This has been a basis for identifying and prioritizing problem areas through mapping and also for evaluating options for mitigating on-going flooding problems that occur throughout the City during heavy rains. Equity is layered into prioritizing pipesheds for CIP planning (and then improvements) to ensure consideration of both community needs, as well as infrastructure challenges when programming these funds. Concurrently, there are specific flood mitigation projects undergoing alternative analysis in the highest priority pipesheds.

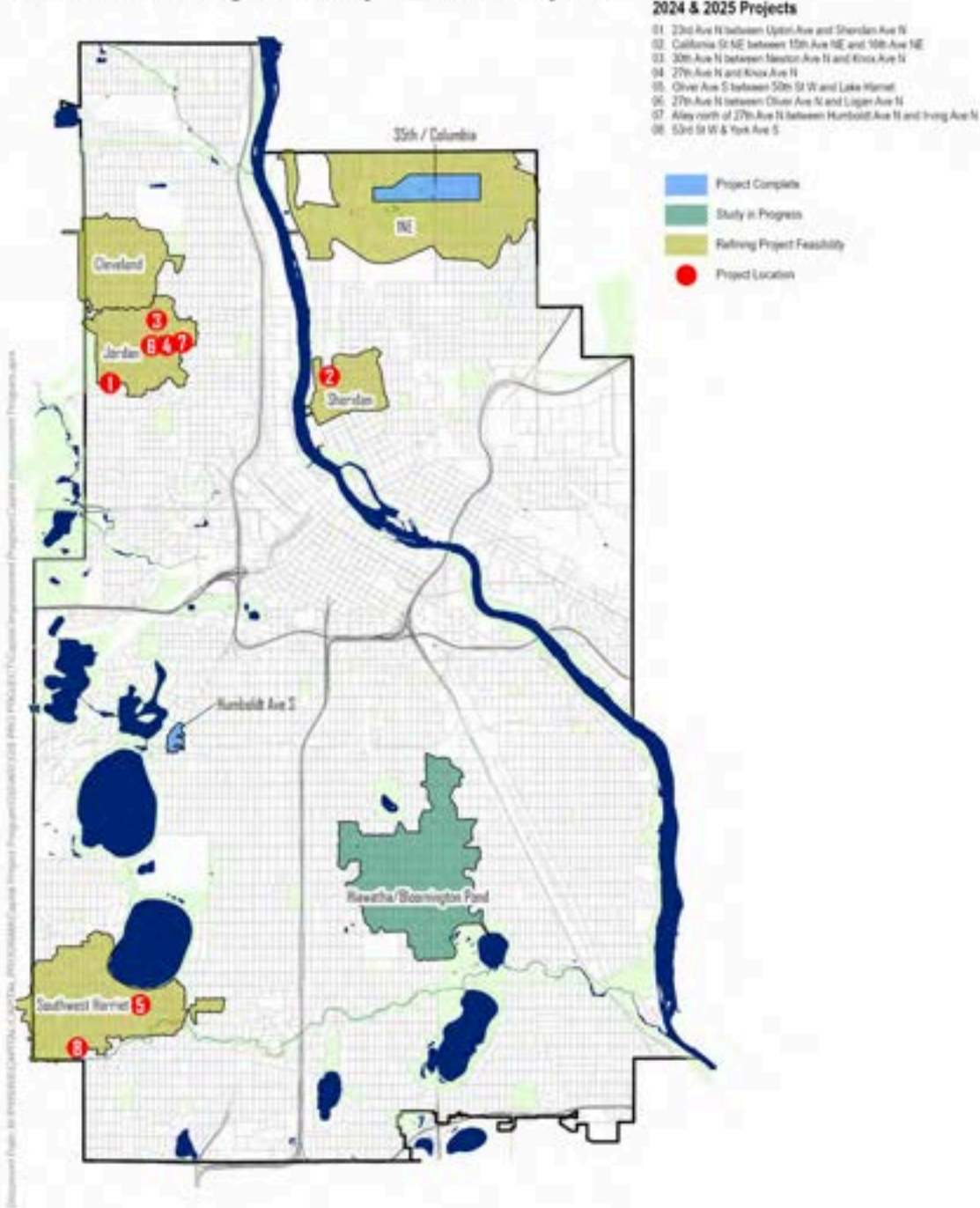
Opportunities to make improvements concurrent with planned paving project areas or other partner agency projects are also planned for with this work.

Purpose and Justification

This program supports and promotes environmentally friendly stormwater practices in a manner that is consistent with the Mayor's and City Council's sustainability goals, while at the same time developing a plan to address expected outcomes from climate change. Many areas throughout the City already experience flooding problems during heavy rains. A number of these problem areas experienced significant flooding with documented property damage during multiple significant rain events over the last 30 years or more. Incorporating green infrastructure solutions to these stormwater projects where practicable will enhance neighborhood livability and improve water quality in Minneapolis lakes, streams, and the Mississippi River.

Project Visuals and Map

Current Flood Mitigation Study Areas and Projects



Flood Mitigation Process



SCENARIO 3:



This diagram shows a method of converting a street to a rain garden.



Rain gardens along the completed 37th Ave Greenway provide water quality benefits. Flood storage is located under the mixed-use trail.

This is one of many intersections known to flood during heavy rains, which could benefit from flood mitigation improvements.



Project Funding and Cost Breakdown

SW039

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
391003 - Enterprise Bonds Issued	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000	\$7,000,000
395300 - Stormwater Revenue	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
REVENUES	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000
Expenses							
DANDPM - Design and Project Management	\$1,680,000	\$1,680,000	\$1,680,000	\$1,680,000	\$1,680,000	\$1,680,000	\$1,680,000
CONSTC - Construction Costs	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000	\$6,000,000
GOVER - General Overhead	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000
EXPENSES	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000	\$8,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset? n/a

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The Flood Mitigation program is not directly related to asset condition projects driven directly by that metric come from some of the other storm programs The flood mitigation program looks to add additional or larger storm sewers and green infrastructure based on deficiencies in the capacity of the existing system identified by computer modeling of performance during heavy rains

What is the expected useful life of the project/improvement?

100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Increased costs for damages and cleanup offlooding, sediment buildup and deterioration of existing system and surfaces.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The assets built with this program will be maintained thru theStormwater Utility enterprise fund.

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Supports potential redevelopment in areas prone to flooding

Does the project support redevelopment opportunity that without the project would be infeasible?

depends on the location

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

n/a

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

n/a

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

n/a

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include water quality reductions that will improve the condition of the city's lakes, creeks, and the river.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level would protect homes from flooding during rain events and maintain passable roadways. Current service level is estimated at 2, but varies throughout the city. Many areas throughout the City experience flooding problems during heavy rains. A number of these problem areas experienced significant flooding with documented property damage during multiple significant rain events over the last 30 years or more.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

We are actively seeking grant opportunities to supplement the cost of this program. 2 MPCA grant applications are in progress this Spring.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

We are currently collaborating with multiple watersheds and the Minneapolis Park Board and CPED on many of the study areas where the jurisdictions overlap to look for opportunities to align the goals of these organizations and to facilitate the ability to partner on projects where possible. Opportunities to leverage grant and partner funding for projects are being considered. Coordination with neighborhood and business organizations will also take place.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

n/a

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There will be increased costs to maintain new assets, but also reduced costs of reoccurring flooding which causes damages and deterioration of the surrounding areas.

What is the estimated annual operating cost increase or (decrease) for this project?

The cost will vary depending on the project

Year that Operating Incr/(Decr) will take effect?

year after construction

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of the BMPs. However, this project may decrease annual operating and maintenance costs of the same division for addressing localized flooding issues and repair of existing assets.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Any increase would be paid from the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

n/a

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The first phase of Jordan Neighborhood projects started construction this year and are expected to be completed by the end of the year. Several other projects in the Jordan, Cleveland, Southwest Harriet and Sheridan areas are in various stages of planning and design.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Planning for this program will prioritize flood mitigation projects throughout the City. The first step in the prioritization effort was to complete citywide modeling. These models are now being used to identify and prioritize locations for flood studies and to evaluate potential solutions so that the improvements can be prioritized for implementation.

Projects that leverage grant opportunities will also be prioritized to take advantage of funds coming from outside the city if there are demonstrated benefits for these projects.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is some flexibility among years, although it is most effective to have the consistent program amount available each year without gaps.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment
- Improve the tree canopy and urban forest

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by stormwater management requirements and projects

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Flood impacts occur throughout the city. However, demographic data suggests that many of the BIPOC communities in Minneapolis are also challenged by poverty. The impacts of flooding could disproportionately affect BIPOC and marginalized communities. Based on these findings, the flood mitigation program favors projects within BIPOC and socially vulnerable communities to promote resiliency within those communities.

What data is available or missing? How can you obtain additional data?

Hydrologic modeling data is now available for nearly all of Minneapolis. This data identifies properties that have a high risk of flooding. By applying science-based methods uniformly across the city, the models are able to predict neighborhood flooding without the biases that could occur with a complaint-driven program.

The primary equity-focused, demographic dataset used for the Flood Mitigation Program is the Social Vulnerability Index (SVI) published by the CDC. This dataset is derived from census data and is used by FEMA, the CDC, and others to determine the vulnerability and to evaluate resiliency of neighborhoods. The dataset considers multiple parameters including race, language, wealth, and mobility of residents, and assigns a score to each census tract. The SVI score is used both to promote flood mitigation studies and to favor flood mitigation projects in vulnerable communities.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

The primary strategy for the Flood Mitigation Program is to inform residents and other stakeholders about city-wide needs for flood reduction. This includes sharing the Program's information to both the communities that have, and have not been, prioritized for evaluations and improvements. This information is currently provided to residents and stakeholders that are interested in discussing problems related to flooding.

There is a goal to increase public participation for the Program's construction projects. This may include engaging with residents and stakeholders to move toward additional consultation and public involvement. Depending on the scope and impact of the individual project, different strategies on the spectrum will be used.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan. This engagement covered topics relevant to stormwater management and clean water activities including environmental issues, urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period. The WRMP outlined the need for projects and programs to reduce flooding and to promote better quality in the City's lakes and streams.

During the public comment period, the need to maintain natural amenities of the city, improve the ecological functions of the natural environment, and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Promoting flood mitigation projects in socially vulnerable areas will strengthen resiliency within BIPOC communities and will reduce flood impacts that could further burden these communities that often face economic challenges

The additional opportunities to implement “greening” and green stormwater infrastructure as a part of these projects can further reduce impacts from climate change and the heat

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Council members or the general public to know about this potential project and why it should be approved

SW99R - Reimbursable Sewer & Storm Drain Projects

Project Details:

Project Start Date: 01/01/25

Estimated Project Completion Date:

Ongoing Program: Y

Current Phase: Construction

Level of Need: Desirable

Department Priority: 6 of 7

Submitting Agency: Public Works

Contact Person: Kevin Danen

Contact Phone Number: 612.2673.5627

Contact Email:

Website:

Prior year(s) funding amounts: \$1,000,000

Total project cost (all years): \$6,000,000

Project Location:

Address: City Wide

City Sector: City Wide

Neighborhood(s) Located: City Wide

Ward(s) Located: All

Description of Location: Various locations throughout the City

Project Description

These funds are requested to allow Public Works Sewer Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification

This program allows the Division to annually respond to requests to perform work for others and have a financial cost center to accumulate charges until the time of reimbursement without financially impacting other programs or budgets that the Division is performing work for itself under

Project Visuals and Map



Project Funding and Cost Breakdown

SW99R							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
345501 - Other Services Provided	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
391003 - Enterprise Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395300 - Stormwater Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$962,000	\$962,000	\$962,000	\$962,000	\$962,000	\$962,000	\$962,000
GOVER - General Overhead	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000	\$38,000
EXPENSES	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New / Existing

Work performed on new or existing assets, performed by City crews at the request of other entities. These assets are owned and operated by other entities.

If the project is an existing asset, what is the observed remaining life of the asset?

NA

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

NA

What is the expected useful life of the project/improvement?

NA

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

NA

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

NA

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

NA

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

NA

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

NA

Describe status and timing details of secured or applied for grants or other non-City funding sources:

NA

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

NA

Describe any inclusion of public art with the project or collaboration with Art in Public Places

NA

Economic Development

Will the project contribute to growth in the City's tax base? Y/N

Describe the economic development impact of the project:

NA

Does the project support redevelopment opportunity that without the project would be infeasible?

NA

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

NA

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

NA

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

NA

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Include details here.

What is the estimated annual operating cost increase or (decrease) for this project?

Include details here.

Year that Operating Incr/(Decr) will take effect?

Include details here.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Include details here.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Include details here.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Include details here.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Include details here.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Include details here.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Include details here.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Please describe here.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

CBR editors should fill this in with stats from affected neighborhoods here:

<https://www.mncompass.org/profiles/neighborhoods/minneapolis-saint-paul>. Be specific!

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Include details here. Be specific!

What data is available or missing? How can you obtain additional data?

Include details here. Be specific!

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Include details here.

Describe the engagement and what have you learned?

Include details here.

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

SWALY - Alley Storm Drain Rehabilitation Program

Project Details:

Project Start Date: 01/01/25

Estimated Project Completion Date:

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Important

Department Priority: 6 of 6

Submitting Agency: Public Works

Contact Person: Kevin Danen

Contact Phone Number: 612.673.5627

Contact Email:

Website:

Prior year(s) funding amounts: 0

Total project cost (all years): \$6,300,000

Project Location:

Address: City Wide

City Sector: City Wide

Neighborhood(s) Located: City Wide

Ward(s) Located: All

Description of Location:

Project Description

This project establishes the annual funding to allow repair and rehabilitation activities to be completed as needed to the alley storm drain system as prioritized by the Minneapolis Public Works Surface Water and Sewers Division.

Purpose and Justification

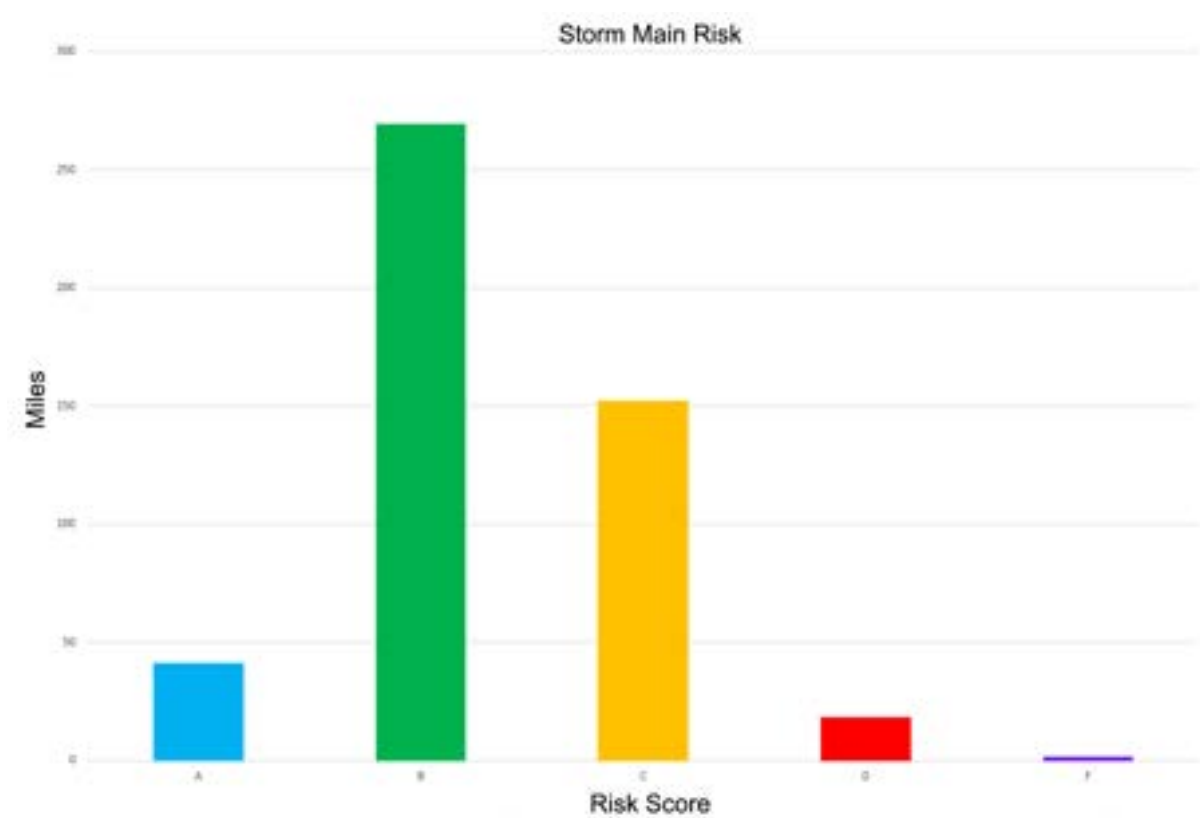
The City owns, operates, and maintains approximately 566 miles of storm drain piping, 400+ storm outfalls, 26 storm drain pump stations, 12 holding ponds, and 16 miles of deep drainage tunnels. The storm drain system conveys storm water runoff to area water bodies such as lakes, streams and the Mississippi River.

Approximately 91% of the alley storm drains are greater than 70 years old. The “average” length of these alley storm drains is approximately 320 feet. The pipe identified is typically a shallow placed (<6 feet in depth) vitrified clay pipe that experiences frequent freeze/thaw cycles that have resulted in accelerated deterioration and premature failure.

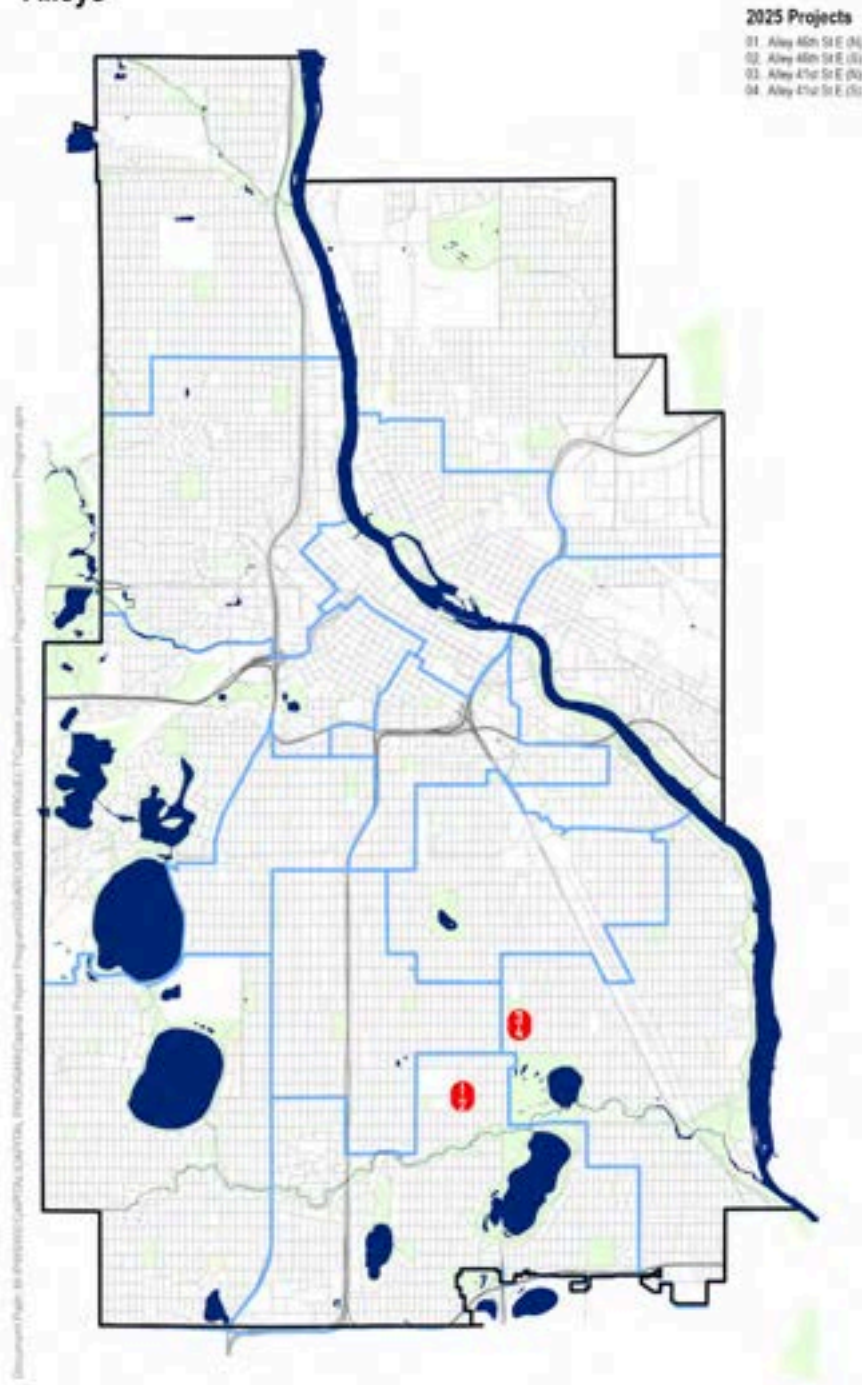
This program is being set up to be independent of the SW011 Storm Drains and Tunnel Rehabilitation Program to allow that program to continue to focus on rehabilitation of the larger stormwater mainline conveyance system. This program recognizes the variety of needs for the smaller existing alley collection systems throughout the City.

The Department is moving from emergency reaction response to a planned rehabilitation program in order to minimize repair costs and liabilities as well as maximize work force efficiencies.

Project Visuals and Map



Alleys



Project Funding and Cost Breakdown

SWALY

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$0	\$500,000	\$600,000	\$600,000	\$600,000	\$500,000	\$500,000
395300 - Stormwater Revenue	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
REVENUES	\$0	\$1,000,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,000,000	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
CONSTC - Construction Costs	\$0	\$702,000	\$797,000	\$797,000	\$797,000	\$702,000	\$702,000
GOVER - General Overhead	\$0	\$48,000	\$53,000	\$53,000	\$53,000	\$48,000	\$48,000
EXPENSES	\$0	\$1,000,000	\$1,100,000	\$1,100,000	\$1,100,000	\$1,000,000	\$1,000,000

Asset Condition and Project Investment

The City of Minneapolis is moving towards an enterprise-wide capital asset management strategy. Asset management is a planning tool and a decision-making framework that supports resource allocation over the long-term. It is a comprehensive and continuous process focused on assessing the value and condition of assets with the goal of minimizing the total lifecycle cost of ownership while providing the required level of Service expected by all stakeholders and aligning those investments with the City's strategic goals.

The Public Works Surface Water & Sewers Division performs periodic inspections of the stormwater conveyance systems. Approximately 40% of the alley stormwater drains have been televised and assessed. The Division currently has a condition prioritized list of approximately 300 alleys in which the storm drain is currently in deteriorated condition and needs to be rehabilitated.

The sewer pipe systems are assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

5-20 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Approximately 40% of the alley stormwater drains have been televised and assessed. The Division currently has a condition prioritized list of approximately 300 alleys in which the storm drain is currently in deteriorated condition and needs to be rehabilitated.

What is the expected useful life of the project/improvement?

20-50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response.

If this program is deferred or canceled, asset conditions will continue to decline towards failure, which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This is an existing asset system that is maintained through the Storm Sewer Operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Facilities are required to meet the standards of the City's National Pollutant Discharge Elimination System/State Disposal Systems (NPDES/SDS) permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards require the reduction of pollutant levels and the protection of water quality in accordance with the U.S. Clean Water Act, Minnesota statutes and rules, and federal laws and regulations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Referencing the Risk Graph above, this is an entire system rather than a specific asset. Ideally a full service level in which we are fully meeting the target we would have all assets in the system in risk levels 1 through 3 with a full system service level of 4-5. While the cost of operating at the ideal full service level is cost prohibitive we are working towards a manageable distribution across the risk levels in which we could determine a resulting system service level of 3-4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

N

Describe status and timing details of secured or applied for grants or other non-City funding sources:

N/A

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

The City of Minneapolis is working with the Minnesota Department of Transportation and the Mississippi Watershed Management Organization to identify any other potential funding sources, including State Bonding options.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

N/A

Economic Development

Will the project contribute to growth in the City's tax base? N

Describe the economic development impact of the project:

Functional sewer infrastructure is critical to future development projects.

Does the project support redevelopment opportunity that without the project would be infeasible?

N/A

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

N/A

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

N/A

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

N/A

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This request will maintain current operating and maintenance costs and will work to reduce future operating and maintenance costs by addressing critical infrastructure as it reaches maximum life expectancy and failure state.

What is the estimated annual operating cost increase or (decrease) for this project?

0

Year that Operating Incr/(Decr) will take effect?

N/A

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

N/A

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

N/A

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

SWALY is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

SWALY is set up as a long term asset management program with an ongoing rehabilitation plan. Projects are generally completed within the year programmed.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program could be flexible within the five-year plan but the requested funding is necessary to continue addressing identified needs.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

This project maintains and can improve the efficiency of existing sewer infrastructure and services, and reduces the chances for adverse ecological impacts—in furtherance of the following City Goals. Sewer system analysis and identification of needs is driven by data and national rating systems, reducing the potential for bias and supporting an equitable service level across the city.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval.

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments.
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment.
- Improve the tree canopy and urban forest

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices

- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which aims to rehabilitate sanitary sewer pipes based on condition and risk.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Sewer issues occur throughout the city. Failures in the system result in backups if not maintained these failures could disproportionately affect BIPOC and marginalized communities.

What data is available or missing? How can you obtain additional data?

Data on what sewer rehabilitation will do for our community related to health outcomes prosperity, and economic standing is not readily available. City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that that continued sanitary sewer services has in the community

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Additional Information

Add any additional information you feel is important for the CLIC committee Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

SWPVR - Storm Sewer Paving Project Program

Project Details:

Project Start Date: 1/1/25

Estimated Project Completion Date: 12/31/30

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Important

Department Priority: 5 of 6

Submitting Agency: Public Works

Contact Person: Kelly Moriarity

Contact Phone Number: 612-673-3617

Contact Email: kelly.moriarity@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$4,000,000

Total project cost (all years): \$31,000,000

Project Location:

Address: city wide

City Sector: city wide

Neighborhood(s) Located: city wide

Ward(s) Located: All

Description of Location: various locations

Project Description

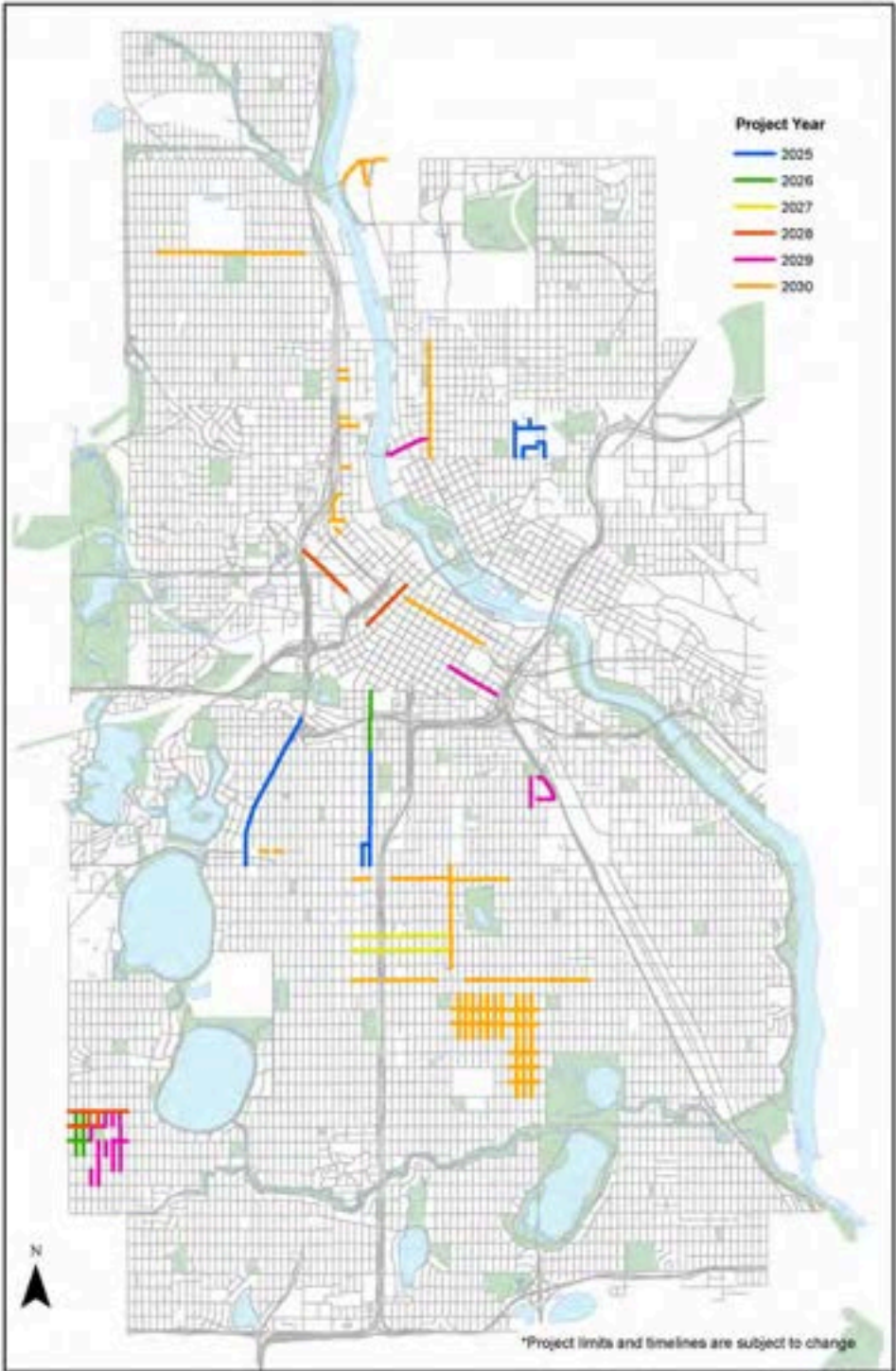
This program establishes annual funding to facilitate data driven construction of new storm drains and repair and rehabilitation of existing storm sewers as needed in coordination with capital paving projects. This program will maximize City-wide investments by aligning storm sewer projects with street reconstruction or resurfacing

This program will also facilitate funding for stormwater treatment practices that are required on linear reconstruction projects based on the City's stormwater ordinance and NPDES permit requirements.

Purpose and Justification

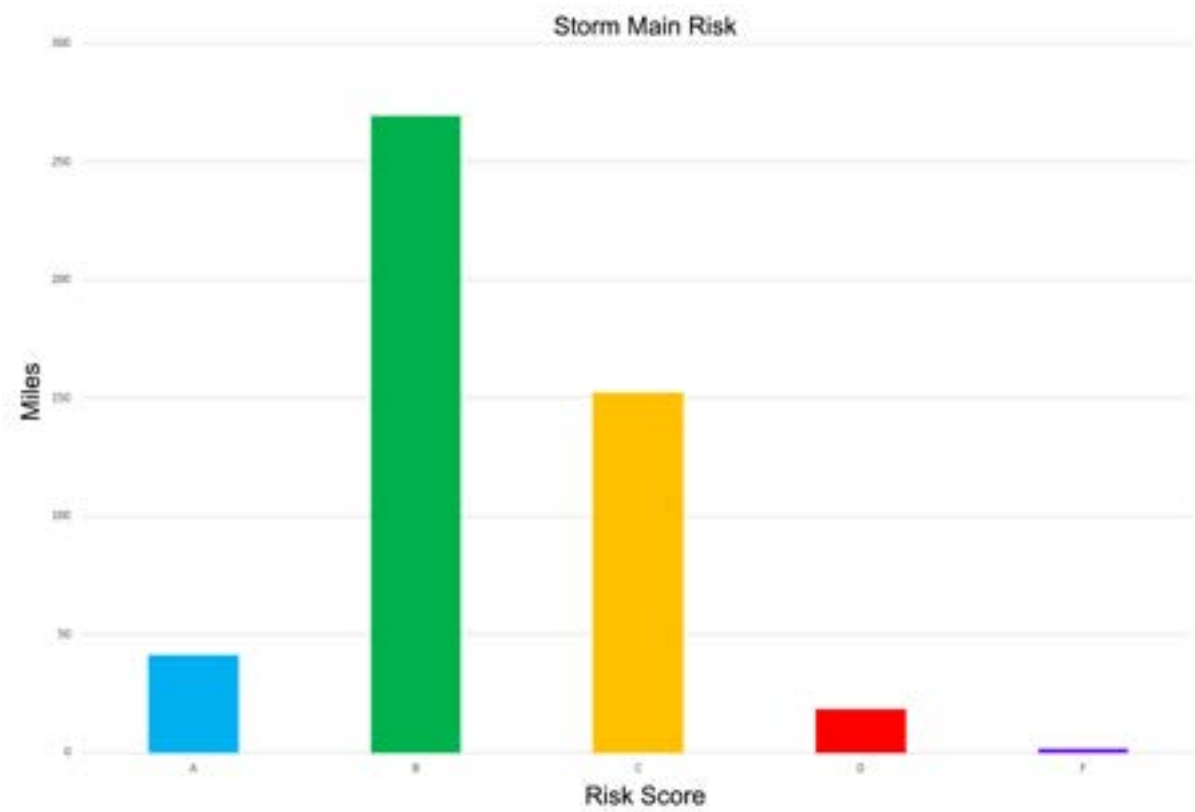
The City owns, operates, and maintains approximately 566 miles of storm drains. To maintain system functionality the City uses condition, risk, water quality and flood data to identify and prioritize storm infrastructure needs. Project selection and design includes evaluating the capacity of the storm drain system to ensure functionality with the newly designed roads and overall system capacity needs for sewer separation or flooding. Potential water quality benefits from stormwater treatment installations are also considered and sometimes required. Coordinating the underground repair work with paving projects provides savings due to economies of scale and minimizes impacts to the public by synchronizing schedules for storm sewer and pavement projects that disrupt the right of way.

Project Visuals and Map



Date: 3/25/2024

Reconstruction Projects 2025-2030



Project Funding and Cost Breakdown

SWPVR							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$2,000,000	\$4,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
395300 - Stormwater Revenue	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
REVENUES	\$4,000,000	\$6,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000
Expenses							
DANDPM - Design and Project Management	\$600,000	\$900,000	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000
CONSTC - Construction Costs	\$3,240,000	\$4,860,000	\$4,050,000	\$4,050,000	\$4,050,000	\$4,050,000	\$4,050,000
GOVER - General Overhead	\$160,000	\$240,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
EXPENSES	\$4,000,000	\$6,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing ongoing program

If the project is an existing asset, what is the observed remaining life of the asset?

5-50 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City of Minneapolis maintains 566 miles of storm sewer pipes and performs periodic inspections of the system. To date 67% (388 miles) of the system has been inspected as part of a baseline condition assessment program. The condition assessment is utilized as a factor when calculating the Business Risk Exposure (BRE) scores for the separate pipe segments that comprise the storm sewer system. The graph shown above summarizes the findings.

The storm sewer pipe system is assessed utilizing standardized metrics as outlined in National Association of Sewer Service Companies (NASSCO) Pipeline Assessment and Certification Program (PACP).

What is the expected useful life of the project/improvement?

50-120 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this program is not funded, operating maintenance costs will increase due to increased maintenance requirements and emergency response. In addition, it would affect delivery of some of the paving projects as there would not be enough funds to deliver drainage improvements and stormwater treatment required to support street designs and permit requirements.

If this program is deferred or canceled asset conditions will continue to decline towards failure which will result in the discontinuation of flow and system backups. These backups will result in localized flooding in the City.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This program includes a combination of existing and new assets. The improvements would be maintained by the Stormwater Utility Fund. No non-City funding sources are currently identified.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Stormwater management facilities are required to meet the standards of the City's Clean Water Act permit from the state Pollution Control Agency (MPCA) and Environmental Protection Agency (EPA). These standards include water quality reductions that will improve the condition of the city's lakes, creeks, and the river.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level for this project would improve the condition of existing deteriorated assets, meet regulatory requirements for stormwater treatment and provide improvements to provide drainage for the road facilities

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

New storm drains can help facilitate capacity for development

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

n/a

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

n/a

Describe any inclusion of public art with the project or collaboration with Art in Public Places

n/a

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

varies

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

varies

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

covered in paving project CBRs

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This project may increase annual operating and maintenance costs of the Surface Water & Sewers Division of Public Works for maintenance of new storm drains and water quality treatment facilities. However, this project may also decrease annual operating and maintenance costs of the same division for maintaining existing infrastructure.

What is the estimated annual operating cost increase or (decrease) for this project?

The impact will vary and will be determined based on the storm sewer system needs in the location of capital paving projects

Year that Operating Incr/(Decr) will take effect?

ongoing

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The current operating costs represents labor, equipment and material expenses associated with the ongoing maintenance and small repair of the areas in most need of rehabilitation within the storm sewer system

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Any increase would be paid from the Stormwater Utility enterprise fund.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Major maintenance or replacement will vary with the asset type

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This is an ongoing program to provide funding for stormwater improvements as a part of paving projects and generally follow the schedules of those projects

If this is a new project, describe the major project phases and timing anticipated for completing the project:

n/a

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This program is established to coordinate funding to occur in advance or in coordination with street paving projects.

Minneapolis City Goals

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services

- Prioritize and reserve the City's sanitary and storm sewer capacity for its intended purpose and prohibit groundwater or other waste streams from entering the storm or sanitary sewer infrastructure unless the City gives approval

Environmental Justice

- Manage the city's surface waters, groundwater, stormwater, wastewater and drinking water equitably and sustainably, while minimizing the adverse impacts of climate change.
- Use hydraulic and water quality models and data about infrastructure condition and risks to prioritize and inform investments in sanitary and storm infrastructure
- Continue work to reduce risk of overflows from the historically connected sewers and work to reduce infiltration and inflow into the city's sanitary sewer system through infrastructure improvements
- Consider climate forecasts in stormwater feasibility and modeling work to inform infrastructure investments
- Explore the impacts of flooding on public safety, the protection of property, public infrastructure and the environment
- Improve the tree canopy and urban forest

Built Environment & Transportation

- Manage and design transportation infrastructure with a priority on water quality through the reduction of stormwater runoff and pollutants including road salt
- Maximize the use of public property to meet flood mitigation and water quality goals via green infrastructure and other stormwater best management practices
- Use infiltration best practices and bio-infiltration to reduce stormwater impacts on surface waters
- Encourage and require reductions in amounts of impervious surfaces Pilot and promote permeable surface solutions as alternatives to impervious surfaces

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city is impacted by this program which is response to the road reconstruction projects The metrics for how road reconstruction projects are added to the Capital Improvement Program include pavement condition scoring but it also includes an equity metric that supports investment in underserved parts of the city.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
- Black or African American alone: 18.2%
- American Indian and Alaskan Native alone: 1.0%
- Asian or Pacific Islander alone: 5.6%
- Other alone: 0.5%
- Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Clean air, water, and soil are important and essential to all residents BIPOC or white. This is supported by the data gathered from various community events neighborhood gatherings, and current research.

What data is available or missing? How can you obtain additional data?

City staff are interested in using additional data as/if it becomes available and staff will continue to work on data analysis that supports evaluation of the impacts that water resource protection and stormwater management has in the community

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem alternatives, opportunities and/or solutions.

Describe the engagement and what have you learned?

Public input was gathered through the community engagement process for the Minneapolis 2040 plan This engagement covered topics relevant to stormwater management and clean water activities including environmental issues urban greening, and open space. The City's Water Resources Management Plan (WRMP) was included with the comprehensive plan update during the public review and comment period The WRMP outlined the need for projects and programs to provide clean water benefits.

During the public comment period the need to maintain natural amenities of the city improve the ecological functions of the natural environment and preserve and improve the high-quality physical environment were themes heard by staff.

Analysis

How does the outcome for this project help the city achieve racial equity?

Maintaining storm sewer services in the City ensures that all areas of the City are served

Mitigating the impacts from climate change throughout the city advances racial equity in the city The impacts of climate change, including an increase in flooding and urban heat island impacts are disproportionately born by communities of color One way to address these impacts is to systematically implement a clean water program that implements best management practices to minimize these impacts

The city is looking to green stormwater infrastructure to meet stormwater management requirements Green stormwater infrastructure serves multiple benefits in that it provides water resource protection while mitigating urban heat island impacts and providing for greening in a built urban environment.

Additional Information

Add any additional information you feel is important for the CLIC committee, Mayor, City Councilmembers or the general public to know about this potential project and why it should be approved

PV001 - Parkway Paving Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 32 of 62

Submitting Agency: Public Works

Contact Person: Oscar Weber

Contact Phone Number: (612)- 673-3884

Contact Email: oscar.weber@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$750,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: The 2025 program is located on St. Anthony Parkway from Stinson Parkway to Hayes St NE.

Project Description

The Minneapolis Parks and Recreation Board currently owns approximately 55 miles of parkways throughout Minneapolis. This system of parkways allows people to experience the City's parks, lakes, gardens, and diverse neighborhoods. In order to maintain and improve the condition of parkway streets Minneapolis Public Works assists with the maintenance of parkways by funding pavement improvements as a part of the Parkway Paving Program. This program will consider an array of pavement rehabilitation treatments including pavement preservation through seal coating and repaving parkway streets. Projects may include replacement of some sections of curb, gutter, driveways, and pavement striping.

Purpose and Justification

The objective of this program is to remove deteriorated pavement and provide a new driving surface to further extend the life of the street in advance of a costlier reconstruction. Sealcoating the parkways extends the life of the roadway surface, while also providing the signature red aesthetic. This construction can extend the life of the existing parkway street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter. The Parkway Paving Program was developed by the City Council and City Engineer with significant coordination with the Minneapolis Park and Recreation Board (MPRB) and their staff, with the intent of maintaining the pavement condition across the parkway system. Substantial work was completed in 2023 to evaluate the condition of the parkway system and reach consensus between Minneapolis Public Works and the Minneapolis Park and Recreation Board on an appropriate investment level for the next five years.

The supplemental funding request in this program corresponds to the Parkway ordinance (2023-069) that the Minneapolis City Council adopted in December of 2023 in close partnership with the Minneapolis Parks and Recreation Board. The ordinance states that "The public works department shall maintain the parkways

at a standard not less than the city's standard for other city streets." Should the PV056 Asphalt Resurfacing Program receive increased funding, then PV001 should be allocated the appropriate amount of additional funding to maintain the parkways in alignment with the ordinance

Project Visuals and Map



Project Funding and Cost Breakdown

PV001	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322500 - Other Local Governments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$50,000	\$50,000	\$50,000	\$100,000	\$100,000	\$100,000	\$100,000
381001 - Transfer Fr City General 00100	\$700,000	\$494,000	\$0	\$0	\$2,650,000	\$0	\$0
382901 - Transfer Fr Other Spec Rev Fds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$706,000	\$2,200,000	\$2,650,000	\$0	\$2,650,000	\$2,650,000
REVENUES	\$750,000	\$1,250,000	\$2,250,000	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000
Expenses							
DANDPM - Design and Project Management	\$187,500	\$312,500	\$562,500	\$687,500	\$687,500	\$687,500	\$687,500
CONSTC - Construction Costs	\$487,500	\$812,500	\$1,462,500	\$1,787,500	\$1,787,500	\$1,787,500	\$1,787,500
GOVER - General Overhead	\$75,000	\$125,000	\$225,000	\$275,000	\$275,000	\$275,000	\$275,000
EXPENSES	\$750,000	\$1,250,000	\$2,250,000	\$2,750,000	\$2,750,000	\$2,750,000	\$2,750,000

Supplemental Project Funding and Cost Breakdown

PV001 Supplemental Request							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
391002 - Net Debt Bonds Issued	\$0	\$0	\$550,000	\$575,000	\$600,000	\$625,000	\$650,000
REVENUES	\$0	\$0	\$600,000	\$625,000	\$650,000	\$675,000	\$700,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$150,000	\$156,250	\$162,500	\$168,750	\$175,000
CONSTC - Construction Costs	\$0	\$0	\$390,000	\$406,250	\$422,500	\$438,750	\$455,000
GOVER - General Overhead	\$0	\$0	\$60,000	\$62,500	\$65,000	\$67,500	\$70,000
EXPENSES	\$0	\$0	\$600,000	\$625,000	\$650,000	\$675,000	\$700,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The parkway system has had PCI data gathered at various times between 2017 and 2023 with data gathered on portions of the system in a given year Typically, segments being addressed are in Poor condition. Poor pavement is characterized by frequent cracking some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

Asphalt Resurfacing typically extends the life of the pavement by at least 10 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Parkways meet the guidance outlined in the Street Design Guide. The street currently operates as a parkway and does not have transit operating on the streets. Most Parkway streets are identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and are identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of this program is to remove deteriorated pavement and provide a new driving surface to further extend the life of the street in advance of a costlier reconstruction. Sealcoating the parkways extends the life of the roadway surface, while also providing the signature red aesthetic. This construction can extend the life of the existing parkway street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter. The Parkway Paving Program was developed by the City Council and City

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time. Public Works and the MPRB continue to actively pursue grants that are applicable to the parkway system.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Minneapolis Parks and Recreation Board. Collaboration with partners will focus on parkway programming, site visits and construction coordination with annual MPRB events

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable.

Engineer, with significant coordination with the Minneapolis Park and Recreation Board (MPRB) and their staff, with the intent of maintaining the pavement condition across the parkway system.

On a scale of 1-5, this program has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, the projects are located on high volume pedestrian corridors. Pedestrian ramps are upgraded when applicable with concurrence by both the MPRB and Public Works staff.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Parkway

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Unspent balances will be rolled forward to fund the Parkway Paving Program in future years. The size and the scope of work can be adjusted to utilize all available funds.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 project is in, or borders Census tracts with a TEP score in tier 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

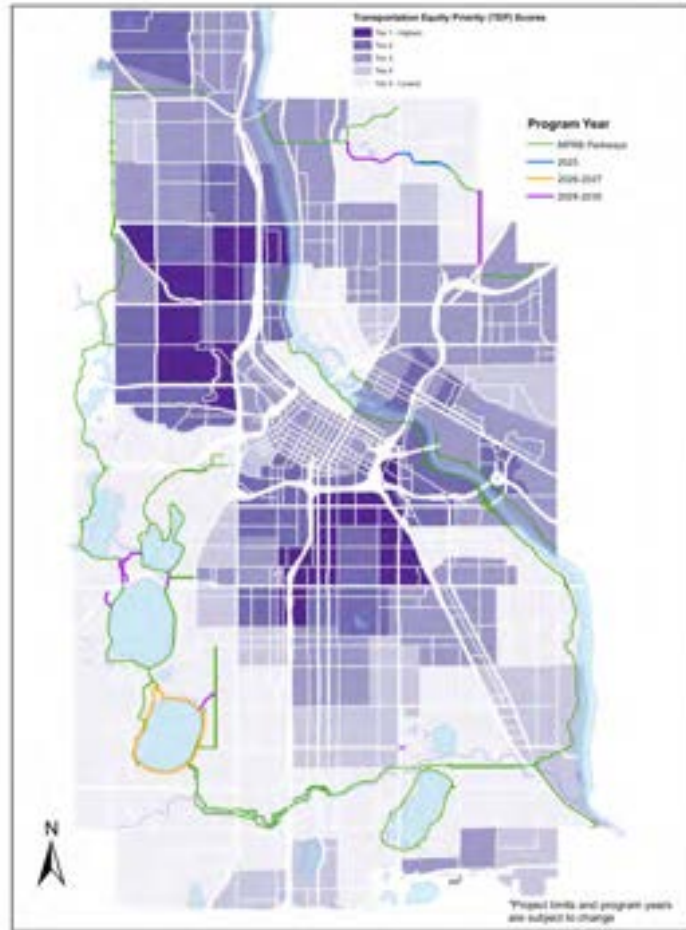
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



PV001 Parkway Paving Program 2025-2030

Date: 3/25/2024

Additional Information

Not Applicable.

PV006 - Alley Renovation Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 28 of 62

Submitting Agency: Public Works

Contact Person: Larry Matsumoto

Contact Phone Number: (612) 919-1148

Contact Email:

larry.matsumoto@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$250,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

Minneapolis Public Works operates and maintains approximately 377 miles (or 3,576 sections) of concrete or asphalt surfaced alleys. This program will repair and place a bituminous overlay on existing concrete and asphalt alleys that are rated in “poor” or “fair” condition according to an “Alley Pavement Condition Index” database. This will extend the operational life of an alley for approximately 10 years.

Purpose and Justification

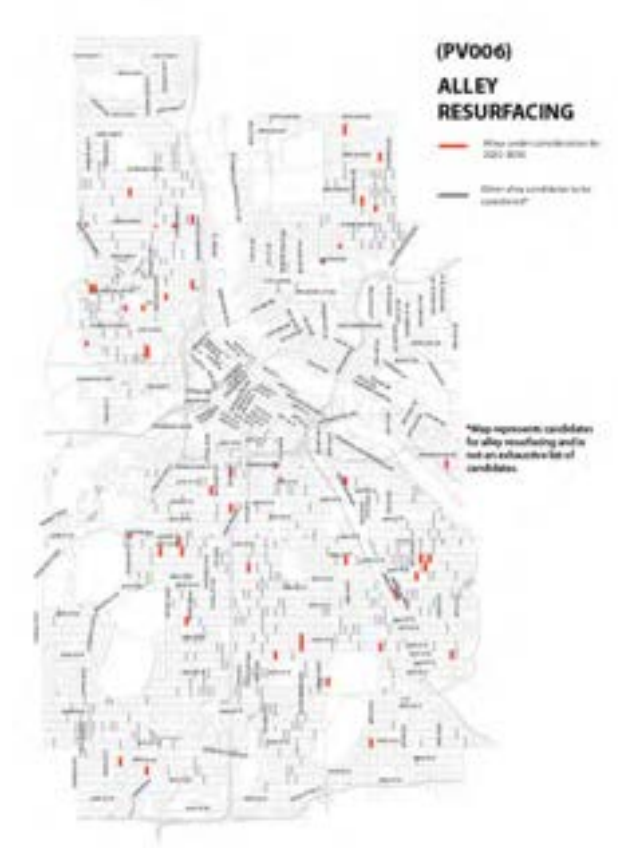
The City has declared racism a public health emergency, noting that “racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life” Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful selection and planning

The City of Minneapolis’ residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary access for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff.

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope

to stay within the available funding, resulting in less work year over year despite steady funding. This creates challenges for Public Works to deliver the right project at the right time as project costs have continued to increase. Public Works is proposing this additional funding to deliver projects more in line with the historic level of service achieved by this program.

Project Visuals and Map



Project Funding and Cost Breakdown

PV006		FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues								
365000 - Special Assessments		\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$50,000	\$50,000
381001 - Transfer Fr City General 00100		\$200,000	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued		\$0	\$200,000	\$200,000	\$200,000	\$0	\$200,000	\$200,000
REVENUES		\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$250,000
Expenses								
DANDPM - Design and Project Management		\$62,500	\$62,500	\$62,500	\$62,500	\$0	\$62,500	\$62,500
CONSTC - Construction Costs		\$162,500	\$162,500	\$162,500	\$162,500	\$0	\$162,500	\$162,500
GOVER - General Overhead		\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$25,000	\$25,000
EXPENSES		\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$250,000

Supplemental Project Funding and Cost Breakdown

PV006 Supplemental Request		FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues								
365000 - Special Assessments		\$0	\$0	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000
391002 - Net Debt Bonds Issued		\$0	\$0	\$200,000	\$200,000	\$400,000	\$200,000	\$200,000
REVENUES		\$0	\$0	\$250,000	\$250,000	\$500,000	\$250,000	\$250,000
Expenses								

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
DANDPM - Design and Project Management	\$0	\$0	\$62,500	\$62,500	\$125,000	\$62,500	\$62,500
CONSTC - Construction Costs	\$0	\$0	\$162,500	\$162,500	\$325,000	\$162,500	\$162,500
GOVER - General Overhead	\$0	\$0	\$25,000	\$25,000	\$50,000	\$25,000	\$25,000
EXPENSES	\$0	\$0	\$250,000	\$250,000	\$500,000	\$250,000	\$250,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly constructed or reconstructed alley is roughly 70 years with properly timed maintenance and repair. Public Works manages the local alley system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's alleys.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses a developed Alley Pavement Condition Index (APCI) which has been created to analyze, review and inventory the City of Minneapolis alley system. This program uses pavement distress criteria, drainage, existing pavement condition and is then imported into the Public Works data base which layers the Transportation Equity Priority Areas to provide the complete criteria for alley selection for each year. Alleys that are rated as poor to fair will be considered in PV006 Alley Renovation Program. Alleys which are identified as "Failed to Dirt" are added to PV063 as a candidate for alley construction or reconstruction. Therefore, using both programs will provide the correct engineered solution for the specific alley.

What is the expected useful life of the project/improvement?

Alley renovation can extend the life of an alley by at least 10 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Rehabilitation projects completed within this program are aimed at extending the useful life of the alley. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Rehabilitation projects reduce the need for more costly asset management activities such as alley reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Alleys meet the guidance outlined in the Street Design Guide. Alleys do not have planned transit operating on the corridor. Alleys are not identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and are not identified on the Pedestrian Priority Network.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The City of Minneapolis' residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

stormwater runoff. Service level scores will vary across segments considered for this program in various years.

On a scale of 1-5, this program typically completes Alleys with a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Alley

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Operating costs will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs such as PV006, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 projects have not yet been selected but projects will be considered in or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

PV056 - Asphalt Pavement Resurfacing Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 33 of 62

Submitting Agency: Public Works

Contact Person: Oscar Weber

Contact Phone Number: (612) 673-3884

Contact Email: oscar.weber@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/resurfacing/>

Prior year(s) funding amounts: \$9,100,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: The 2025 Program will work on streets in the Hawthorne, and Kenny Neighborhoods as well as 24th St E.

Project Description

Minneapolis Public Works operates and maintains approximately 740 miles of asphalt streets. In order to maintain and improve the condition of asphalt streets, the City annually performs a mill and overlay of asphalt streets. This construction includes upgrading all non-compliant pedestrian ramps to meet current ADA design standards and the replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

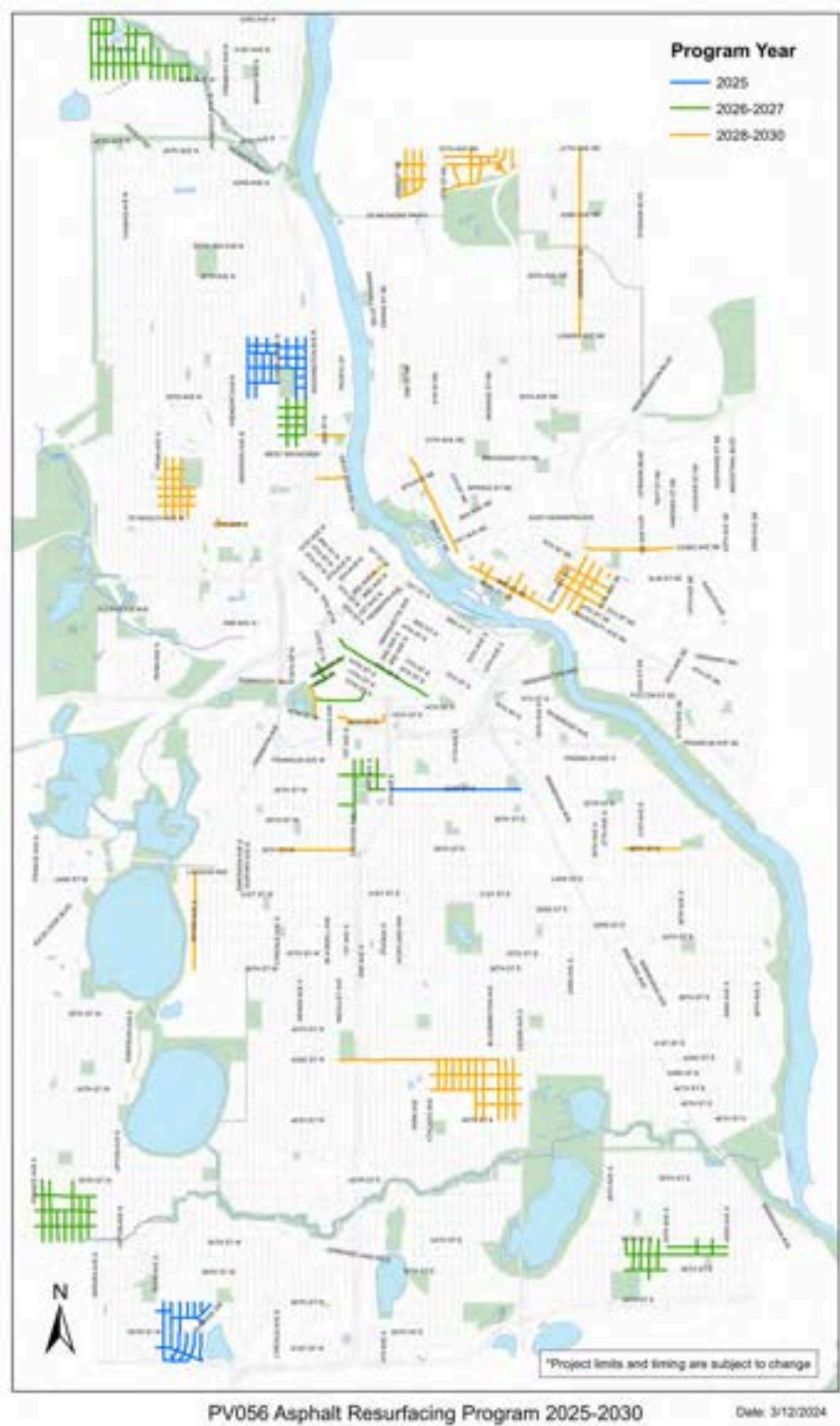
Purpose and Justification

The objective of the Asphalt Pavement Resurfacing Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a bituminous surface over 30 years ago. The City of Minneapolis has 740 miles of asphalt streets under its jurisdiction. This program's goal is to extend the life of the pavement by at least 10 years for streets that were constructed 30 or more years ago, thus delaying the need for the total reconstruction of the roadway. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people driving and biking, and improves the overall pavement condition of asphalt streets.

The supplemental funding request in this program builds on the foundation of the 20 Year Streets Funding Plan, which was enacted to close the long-term gap in investment necessary to maintain city streets. The 20 Year Streets Funding Plan was developed to guide investment made possible by the Neighborhood Park and Street Infrastructure Ordinance that was enacted by City Council in April 2016. The Plan outlines a data-driven process, with a focus on racial and economic equity, to maintain the pavement condition of city

streets while opportunistically achieving multiple City goals. New or recently updated ordinances, policies, and design standards have resulted in substantial cost increases for this program and Public Works is no longer able to deliver the same number of miles that were assumed when the 20 Year Streets Funding Plan was created. The supplemental funding requested represents the difference between the existing capital budget request, and the amount of funding required to complete the same number of miles that were assumed when completing the 20 Year Streets Funding Plan.

Project Visuals and Map



Project Funding and Cost Breakdown

PV056

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$3,400,000	\$3,500,000	\$3,600,000	\$3,700,000	\$3,800,000	\$3,900,000	\$4,000,000
381001 - Transfer Fr City General 00100	\$0	\$5,850,000	\$6,000,000	\$6,150,000	\$6,300,000	\$0	\$0
382701 - Transfer Fr Conv Ctr 01760	\$0	\$0	\$0	\$0	\$0	\$0	\$0
382901 - Transfer Fr Other Spec Rev Fds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
386401 - Trnsfr Fr Bus Info Svcs 06400	\$0	\$0	\$0	\$0	\$0	\$0	\$0
386901 - Trnsfr Fr City Self Ins 06900	\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$6,500,000	\$6,700,000
395000 - Use Of Fund Balance	\$5,700,000	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$9,100,000	\$9,350,000	\$9,600,000	\$9,850,000	\$10,100,000	\$10,400,000	\$10,700,000
Expenses							
DANDPM - Design and Project Management	\$2,275,000	\$2,337,500	\$2,400,000	\$2,462,500	\$2,525,000	\$2,600,000	\$2,675,000
CONSTC - Construction Costs	\$5,915,000	\$6,077,500	\$6,240,000	\$6,402,500	\$6,565,000	\$6,760,000	\$6,955,000
GOVER - General Overhead	\$910,000	\$935,000	\$960,000	\$985,000	\$1,010,000	\$1,040,000	\$1,070,000
EXPENSES	\$9,100,000	\$9,350,000	\$9,600,000	\$9,850,000	\$10,100,000	\$10,400,000	\$10,700,000

Supplemental Project Funding and Cost Breakdown

PV056 Supplemental Request

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$0	\$0	\$3,900,000	\$3,800,000	\$3,700,000	\$3,600,000	\$3,500,000
391002 - Net Debt Bonds Issued	\$0	\$3,400,000	\$16,667,000	\$17,422,000	\$18,204,000	\$18,964,000	\$19,753,000
REVENUES	\$0	\$3,400,000	\$20,567,000	\$21,222,000	\$21,904,000	\$22,564,000	\$23,253,000
Expenses							
DANDPM - Design and Project Management	\$0	\$850,000	\$5,141,750	\$5,305,500	\$5,476,000	\$5,641,000	\$5,813,250
CONSTC - Construction Costs	\$0	\$2,210,000	\$13,368,550	\$13,794,300	\$14,237,600	\$14,666,600	\$15,114,450
GOVER - General Overhead	\$0	\$340,000	\$2,056,700	\$2,122,200	\$2,190,400	\$2,256,400	\$2,325,300
EXPENSES	\$0	\$3,400,000	\$20,567,000	\$21,222,000	\$21,904,000	\$22,564,000	\$23,253,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments being completed through this program are in Fair to Poor condition. Fair pavement is characterized by moderate cracking moderate wearing on the pavement surface, infrequent potholes, ride quality is average. While poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

Asphalt Resurfacing / Concrete Rehabilitation extends the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis Public Works operates and maintains approximately 740 miles of asphalt streets. In order to maintain and improve the condition of asphalt streets, the City annually performs a mill and overlay of asphalt streets. This construction includes replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of the Asphalt Pavement Resurfacing Program is to extend the life of the pavement and reduce annual maintenance expenditures on streets that were constructed with a bituminous surface over 30 years ago. The City of Minneapolis has 740 miles of asphalt streets under its jurisdiction. This program's goal is to extend the life of the pavement by at least 10 years for streets that were constructed 30 or more years ago, thus delaying the need for

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

the total reconstruction of the roadway. This program also reduces annual maintenance expenditures to address potholes, improves the ride quality for people driving and biking, and improves the overall pavement condition of asphalt streets.

On a scale of 1-5, this program typically addresses streets with a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not Applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

The available right-of-way varies and this program does not generally move curb lines. When bicycle Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector
- Production and Processing
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?

Not Applicable.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an ongoing pavement resurfacing program; funding allocations per year can be flexible and could result in more or less miles of pavement resurfacing as a result. The potential limiting factors, aside from funding levels, are workforce capacity and the limit of acceptance for disruption to the traveling public.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

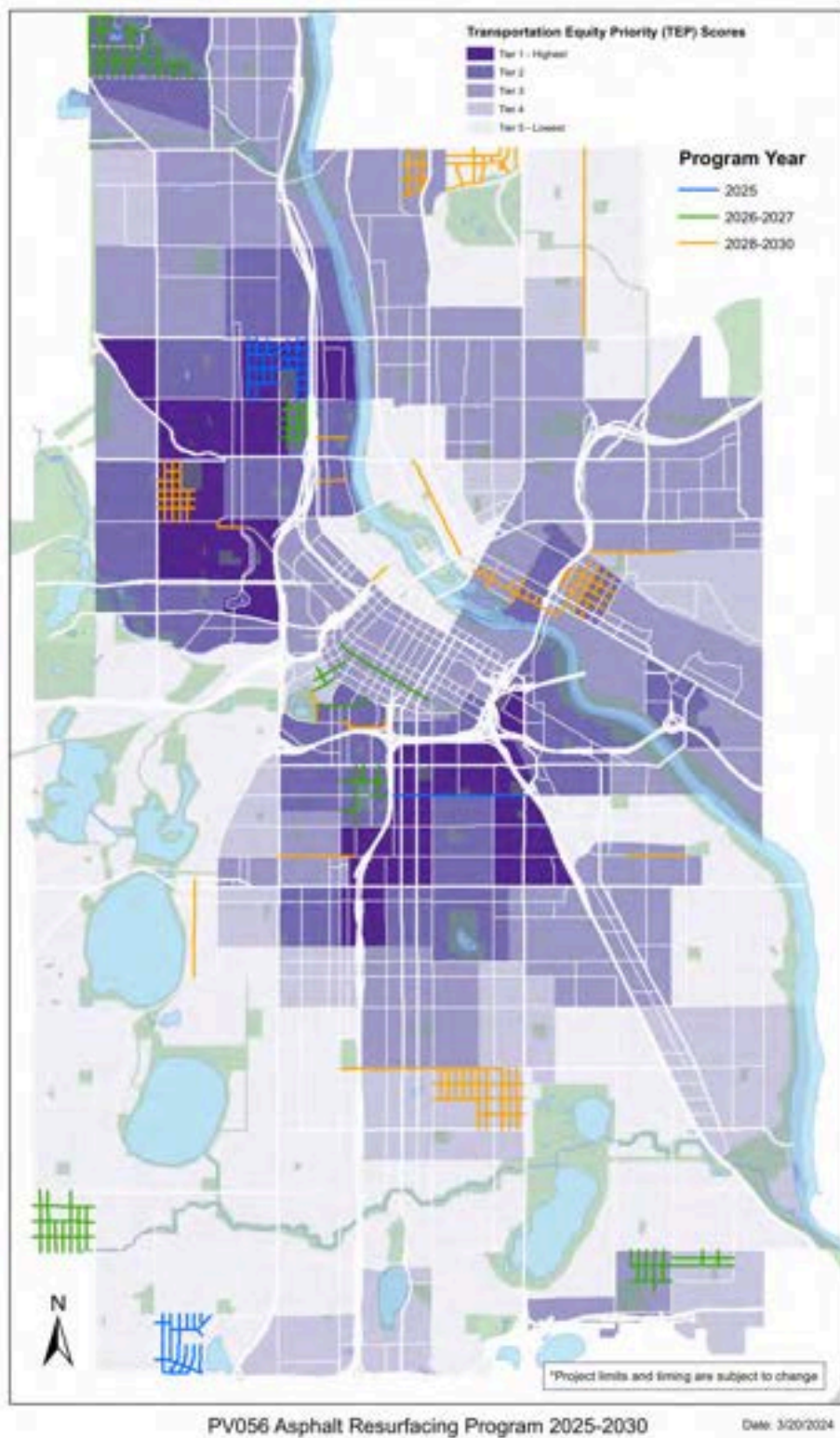
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV059 - Major Pavement Maintenance Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 29 of 62

Submitting Agency: Public Works

Contact Person: Larry Matsumoto

Contact Phone Number: (612) 919-1148

Contact Email:

larry.matsumoto@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$250,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

The Major Pavement Maintenance program focuses on major street repair due to specific, localized failures in a City street. The repairs typically last for 20 years or more. The objective is to correct failed areas of the street that are beyond what normal street maintenance can address and extend the life of the street until more global rehabilitation and reconstruction efforts can be programmed.

Purpose and Justification

There are small, localized sections of streets in the City's pavement inventory which have failed due to some specific cause, often in one select location of the street, and typically confined to a portion of one block.

Examples of these failures are excessive settlement due to unique underlying soil conditions not found in other areas of the street, or long-term stormwater erosion underneath concrete surface panels leading to voids under the panel, that lead to eventual settlement or failure. The failures often result in significant drainage problems, and large areas of unsightly and odorous standing water that can rise over the backs of curbs. These conditions can have a significant adverse effect on neighborhood livability. In addition to asphalt and concrete streets, this program also repairs brick or paver streets. These repairs are much more expensive than typical street patching. Typical asphalt repairs in brick or paver streets are unsightly and often not appropriate as these pavements tend to be located in historic areas where preservation of character defining features are a priority. In all cases, the nature of the corrective action is more aggressive and expensive than what is funded in general street maintenance. Therefore, a special program is needed to manage these specific problems.

When creating the 2025-2030 CIP, Public Works prioritized funding projects that are already underway with planning and design, as well as those with time-bound, outside funding sources. This resulted in constraints

to fund all projects and programs in line with historic service levels particularly in 2028. The supplemental funding request reflects Public Works commitment to delivering projects in alignment with historic service levels within this program in future years.

Project Visuals and Map

MAJOR PAVEMENT MAINTENANCE



Pacific Street N at 30th Street, before



Before

Pacific Street N, after



After



Before



After

Project information is subject to change.

PV059 Major Pavement Maintenance

Write a title for the content Project Funding and Cost Breakdown

PV059							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
381001 - Transfer Fr City General 00100	\$250,000	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
391002 - Net Debt Bonds Issued	\$0	\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$250,000
REVENUES	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$250,000
Expenses							
DANDPM - Design and Project Management	\$62,500	\$62,500	\$62,500	\$62,500	\$0	\$62,500	\$62,500
CONSTC - Construction Costs	\$162,500	\$162,500	\$162,500	\$162,500	\$0	\$162,500	\$162,500
GOVER - General Overhead	\$25,000	\$25,000	\$25,000	\$25,000	\$0	\$25,000	\$25,000
EXPENSES	\$250,000	\$250,000	\$250,000	\$250,000	\$0	\$250,000	\$250,000

Supplemental Project Funding and Cost Breakdown

PV059 Supplemental Request

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$62,500	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$162,500	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$250,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments being completed through this program are in poor to very poor condition over localized sections which is anomalous to the pavement around it

What is the expected useful life of the project/improvement?

Pavement repairs in this program are expected to last 20 or more years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Rehabilitation projects completed within this program are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities Targeted rehabilitation projects like those completed in PV059 reduce the need for more costly asset management activities such as resurfacing or reconstruction when the rest of the street does not require it

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the street surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

There are small, localized sections of streets in the City's pavement inventory which have failed due to some specific cause, often in one select location of the street, and typically confined to a portion of one block. Examples of these failures are excessive settlement due to unique underlying soil conditions not found in other areas of the street, or long-term stormwater erosion underneath concrete surface panels leading to voids under the panel, that lead to eventual settlement or failure. The failures often result in significant drainage problems, and large areas of unsightly and odorous standing water that can rise over the backs of curbs. These conditions can have a significant adverse effect on neighborhood livability. In addition to asphalt and concrete streets, this program also repairs brick or paver streets. These repairs are much more expensive than typical street patching. Typical asphalt repairs in brick or paver streets are unsightly and often not appropriate as these pavements tend to be located in historic areas where preservation of

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No Grants or non-City funding has been secured.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

character defining features are a priority. In all cases, the nature of the corrective action is more aggressive and expensive than what is funded in general street maintenance. Therefore, a special program is needed to manage these specific problems.

On a scale of 1-5, this program address streets with a service level between 3 and 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable. This program is to repair/reconstruct failed street sections in the city right of way, but is not planned to change or enhance the All Ages and Abilities Network.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
Not Applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects within this program are generally completed in the same year.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The number of projects, size and scope of the work can be adjusted to utilize all available funds.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

PV063 - Unpaved Alley Construction Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 30 of 62

Submitting Agency: Public Works

Contact Person: Larry Matsumoto

Contact Phone Number: (612) 919-1148

Contact Email:

larry.matsumoto@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

Minneapolis Public Works operates and maintains approximately 377 miles (or 3,576 sections) of concrete or asphalt surfaced alleys and 75 unpaved alleys. This program is intended to construct or reconstruct individual segments of the City's residential alley system, which includes new pavement, any necessary storm drains, and retaining walls in existing alleys. This program will construct or reconstruct an alley that is rated in "failed" or "dirt" condition according to an "Alley Pavement Condition Index" database. These alleys will be paved using the standard concrete alley design. In addition to the alley paving, alley retaining wall and storm drain work necessitated by the alley improvement will be addressed.

Purpose and Justification

The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life." Public Works recognizes the impact of racism in transportation systems and this program/project seeks to promote transportation equity and justice in accordance with the goals of the Strategic & Racial Equity Action Plan 2019-2022 by providing equitable access to multimodal transportation in all parts of the City through thoughtful selection and planning.

The City of Minneapolis' residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary access for solid waste and recycling collection. Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff.

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope to stay within the available funding, resulting in less work year over year despite steady funding. This creates challenges for Public Works to deliver the right project at the right time as project costs have continued to increase. Public Works is proposing this additional funding to deliver projects more in line with the historic level of service achieved by this program.

Project Visuals and Map



Project Funding and Cost Breakdown

PV063							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$50,000	\$50,000	\$50,000	\$0	\$50,000	\$50,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$170,000	\$170,000	\$170,000	\$0	\$170,000	\$170,000
REVENUES	\$0	\$220,000	\$220,000	\$220,000	\$0	\$220,000	\$220,000
Expenses							
DANDPM - Design and Project Management	\$0	\$55,000	\$55,000	\$55,000	\$0	\$55,000	\$55,000
CONSTC - Construction Costs	\$0	\$143,000	\$143,000	\$143,000	\$0	\$143,000	\$143,000
GOVER - General Overhead	\$0	\$22,000	\$22,000	\$22,000	\$0	\$22,000	\$22,000
EXPENSES	\$0	\$220,000	\$220,000	\$220,000	\$0	\$220,000	\$220,000

Supplemental Project Funding and Cost Breakdown

PV063 Supplemental Request							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$0	\$0	\$50,000	\$50,000	\$100,000	\$50,000	\$50,000
391002 - Net Debt Bonds Issued	\$0	\$0	\$170,000	\$170,000	\$340,000	\$170,000	\$170,000
REVENUES	\$0	\$0	\$220,000	\$220,000	\$440,000	\$220,000	\$220,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$55,000	\$55,000	\$110,000	\$55,000	\$55,000
CONSTC - Construction Costs	\$0	\$0	\$143,000	\$143,000	\$286,000	\$143,000	\$143,000
GOVER - General Overhead	\$0	\$0	\$22,000	\$22,000	\$44,000	\$22,000	\$22,000
EXPENSES	\$0	\$0	\$220,000	\$220,000	\$440,000	\$220,000	\$220,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed alley is roughly 70 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's alleys.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses a developed Alley Pavement Condition Index (APCI) which has been created to analyze, review and inventory the City of Minneapolis alley system. This program uses pavement distress criteria, drainage, existing pavement condition and is then imported into the Public Works data base which layers the Transportation Equity Priority Areas to provide the complete criteria for alley selection for each year. Alleys which are identified as "Failed to Dirt" are added to PV063 as a candidate for alley construction or reconstruction. Alleys that are rated as poor to fair will be considered in PV006 Alley Renovation Program. Therefore, using both programs will provide the correct engineered solution for the specific alley.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed alley is roughly 70 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of alleys. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as alley reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis Public Works operates and maintains approximately 377 miles (or 3,576 sections) of concrete or asphalt surfaced alleys and 75 unpaved alleys. This program is intended to construct individual segments of the City's residential alley system, which includes new pavement, any necessary storm drains, and retaining walls in existing alleys. These alleys will generally be paved using the standard residential concrete alley design. In addition to the alley paving, alley retaining wall and storm drain requirements necessitated by the alley construction will be addressed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The City of Minneapolis' residential alley system is a critical component of its transportation and stormwater management systems. Alleys are a critical supplement to the street system by providing access to the off-street side of properties that are utilized for both parking and deliveries to businesses. Alleys are also used as primary locations for solid waste and recycling collection.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Additionally, these alleys provide for both controlled surface drainage and temporary storage of storm water runoff. This project will help maintain the system and extend the useful life of all alleys, improving access to all properties and manage stormwater runoff. Service level scores will vary across segments considered for this program in various years.

On a scale of 1-5, this program typically completes Alleys with a service level of 3 or 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Alley

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular preventative maintenance treatments will be needed to keep the alley surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to sections above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs such as PV063, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
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Racial Equity Impact Analysis

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Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

PV075 - Development Infrastructure Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design

Level of Need: Significant

Department Priority: 35 of 62

Submitting Agency: Public Works/CPED

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$500,000

Total project cost (all years): Not Applicable.

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

The Development Infrastructure Program is an innovative partnership between Community Planning and Economic Development (CPED) and Public Works, with the intent to promote and leverage public infrastructure improvements directly related to development projects. This partnership has the advantages of combining Public Works' expertise in the built environment and CPED's expertise in development finance and coordination. The program will be focused along transit corridors in priority areas, but it will be flexible to allow for other targeted opportunities.

CPED will coordinate project development and financing packages for projects proposed within this program, and Public Works will manage project delivery for these projects.

Purpose and Justification

In order to respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where investment will follow, CPED and Public Works believe this program is a necessary component of the City's prioritization of infrastructure spending. The program distinction is important. By having a multi-year schedule of infrastructure funding, resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible for project-specific requests.

When creating the 2025-2030 CIP, Public Works prioritized funding projects that are already underway with planning and design, as well as those with time-bound, outside funding sources. This resulted in constraints to fund all projects and programs in line with historic service levels, particularly in 2028. The supplemental

funding request reflects Public Works commitment to delivering projects in alignment with historic service levels within this program in future years.

Project Visuals and Map

There are no visuals for this project.

Project Funding and Cost Breakdown

PV075							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$500,000	\$500,000
REVENUES	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$500,000	\$500,000
Expenses							
DANDPM - Design and Project Management	\$125,000	\$125,000	\$125,000	\$125,000	\$0	\$125,000	\$125,000
CONSTC - Construction Costs	\$325,000	\$325,000	\$325,000	\$325,000	\$0	\$325,000	\$325,000
GOVER - General Overhead	\$50,000	\$50,000	\$50,000	\$50,000	\$0	\$50,000	\$50,000
EXPENSES	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$500,000	\$500,000

Supplemental Project Funding and Cost Breakdown

PV075 Supplemental Request							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$125,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$325,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$50,000	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not Applicable

What is the expected useful life of the project/improvement?

Not Applicable

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Once built, the roads built as part of this program will receive regular crack sealing and other preventative maintenance treatments to keep the road surface in good shape, which will be paid through the existing maintenance budget. No non-City funding sources are being used.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Development Infrastructure Program is an innovative partnership between Community Planning and Economic Development (CPED) and Public Works, with the intent to promote and leverage public infrastructure improvements directly related to development projects. This partnership has the advantages of combining Public Works' expertise in the built environment and CPED's expertise in development finance and coordination. The program will be focused along transit corridors in priority areas, but it will be flexible to allow for other targeted opportunities.

CPED will coordinate project development and financing packages for projects proposed within this program, and Public Works will manage project delivery for these projects.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

In order to respond quickly to the demands of the real estate marketplace, and in order to bring public resources to locations where investment will follow,

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

CPED and Public Works believe this program is a necessary component of the City's prioritization of infrastructure spending. The program distinction is important. By having a multi-year schedule of infrastructure funding, resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible for project-specific requests.

Economic Development

Will the project contribute to growth in the City's tax base? Yes, supports substantial tax base growth.

Describe the economic development impact of the project:

This program provides the ability to respond quickly to the demands of the real estate marketplace and bring public resources to locations where investment will follow. The program is focused along transit corridors in priority areas, but is flexible enough to allow for other targeted opportunities

Does the project support redevelopment opportunity that without the project would be infeasible?

The multi-year schedule of infrastructure funding provides a program by which resources can be allocated where the market will respond. Creating a program allows staff to prioritize investments in a way that is not possible in the current system of project-specific requests.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program consists of various street segments some of which may be identified as current or future transitways and/or high volume pedestrian corridors. Public Works is currently developing its ADA Transition Plan which will provide direction on how the City will address its deficient pedestrian curb ramps. This program may be targeted to facilitate some of that work.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

This program looks at all aspects of the right of way, and project specific decisions are informed by the adjacent modal networks.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program might work on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector

- Parkway
- Production and Processing
- Urban Neighborhood
- Urban Neighborhood Connector
- Trail
- Alley

The available right-of-way varies by location. All modes of travel will be evaluated while designing the best possible facility.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; this program is used to respond to respond quickly to the demands of the real estate marketplace.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

The existing Public Works maintenance budget will be used to maintain any new facilities.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Ongoing projects that are being funded from this program and remaining fund allocations include the following: Upper Harbor Terminal public infrastructure, 15th St SE and 5th Ave SE, and the Bassett Creek Valley project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

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3. Improve transportation safety, including when taking public transit

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2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Projects will be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed, typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

While this budget request shows that this program implements many of the goals and policies contained in the comprehensive plan, it should also be noted that in many cases these projects are also referenced in related small area plans or community development framework plans. These projects often require long lead times for planning, collaborative project coordination and financial planning and when complete, these projects often need to proceed into the implementation phases at a much faster pace than would be afforded through the normal capital improvement programming process.

PV092 - Technology Dr NE and 37th Ave NE

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 50 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: Katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/dr-37th-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$8,240,000

Project Location:

City Sector: East

Neighborhood(s) Located: Columbia Park

Ward(s) Located: 1

Description of Location: 37th Ave NE (St. Anthony to Dead End east of Marshall St NE); Technology Dr (37th Ave NE to Marshall St NE)

Project Description

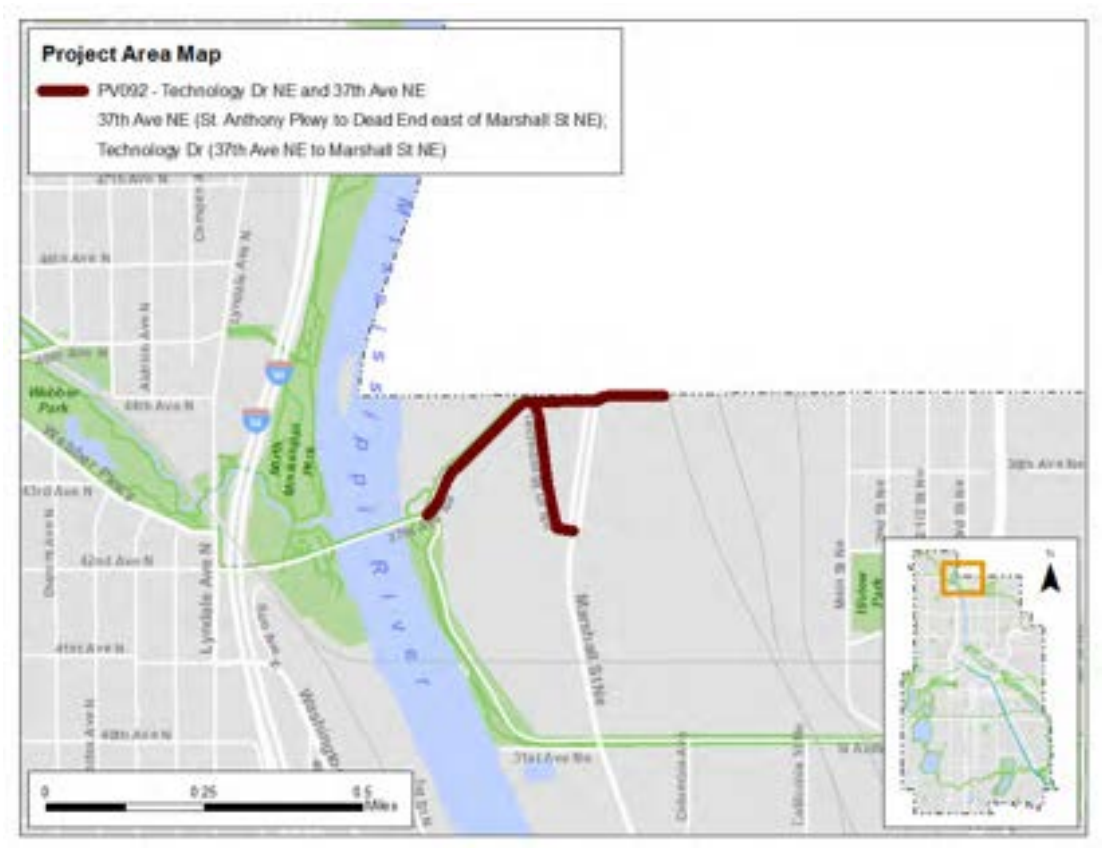
The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE. Currently, the corridor and two travel lanes with parking for the short segment of 37th east of Marshall Street NE. There is no sidewalk on the south side of 37th Avenue NE, and intermittent sidewalk on the north side of the street. There is also a bituminous bicycle and pedestrian trail (Mississippi River Regional Trail) located on the north side of the street between St. Anthony Parkway and Marshall Street NE. Existing conditions on Technology Drive include two travel lanes, two parking lanes, and no sidewalks on either side of the street. The area along the project corridor is predominantly commercial-industrial with few street-fronting properties and large surface parking lots. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE was constructed in 1900 and 1977. The pavement condition along the project extent is generally rated in poor and very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 37th Avenue NE and Technology Drive has a pavement surface that is beyond its

expected useful life. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), and Technology Drive has an average daily traffic count of 837 vehicles per day (last counted in 2012). There are no pedestrian or bicycle counts within project limits but counts on the nearby Camden Bridge estimates between 30 and 50 people walking per day and between 130 and 290 people biking per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV092	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$1,285,000
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$6,955,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$8,240,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$2,060,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$5,356,000
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$824,000
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$8,240,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. As measured in 2022 the PCI across the project limits varies from poor to very poor. Poor pavement is characterized by frequent cracking some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposed project will reconstruct approximately 0.6 miles of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE. Currently, the corridor and two travel lanes with parking for the short segment of 37th east of Marshall Street NE. There is no sidewalk on the south side of 37th Avenue NE, and intermittent sidewalk on the north side of the street. There is also a bituminous bicycle and pedestrian trail (Mississippi River Regional Trail) located on the north side of the street between St. Anthony Parkway and Marshall Street NE. Existing conditions on Technology Drive include two travel lanes, two parking lanes, and no sidewalks on either side of the street. The area along the project corridor is predominantly commercial-industrial with few street-fronting properties and large surface parking lots. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

signal improvements, new signage, and new pavement markings, as needed.

37th Avenue NE and Technology Drive does not meet the guidance outlined in the Street Design Guide. The street currently operates as a two-travel lane and two parking lane MSA street with intermittent sidewalks and does not have planned transit operating on the corridor. The street is identified as a Long/Near Term Low Stress bike route on the All Ages and Abilities network in the Transportation Action Plan and is identified on the Pedestrian Priority Network. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), and Technology Drive has an average daily traffic count of 837 vehicles per day (last counted in 2012). There are no pedestrian or bicycle counts within project limits but counts on the nearby Camden Bridge estimates between 30 and 50 people walking per day, and between 130 and 290 people biking per day. The street is not along a commercial corridor and [has freight travel or frequent deliveries.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 37th Avenue NE and Technology Drive between St. Anthony Parkway and Marshall St NE was constructed in 1900 and 1977. The pavement condition along the project extent is generally rated in poor and very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 37th Avenue NE and Technology Drive has a pavement surface that is beyond its expected useful life. 37th Avenue NE records an average daily traffic count of about 7,850 vehicles per day (last counted in 2017), and Technology Drive has an average daily traffic count of 837 vehicles per day (last counted in 2012). There are no pedestrian or bicycle counts within project limits but counts on the nearby Camden Bridge estimates between 30 and 50 people walking per day, and between 130 and 290 people biking per day.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No, there are no transit routes on 37th Avenue or Technology Drive. While this is not a high-volume pedestrian corridor, implementation of sidewalks and ADA compliant ramps will improve access and connectivity to the corridors that connect and provide access to nearby transit stops (Metro Transit Route 11).

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Truck Route Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector
- Production and Processing
- Trail

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Columbia Park Neighborhood

- White: 67.7%
- Of Color: Suppressed
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

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This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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Describe the engagement and what have you learned?

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Analysis

How does the outcome for this project help the city achieve racial equity?

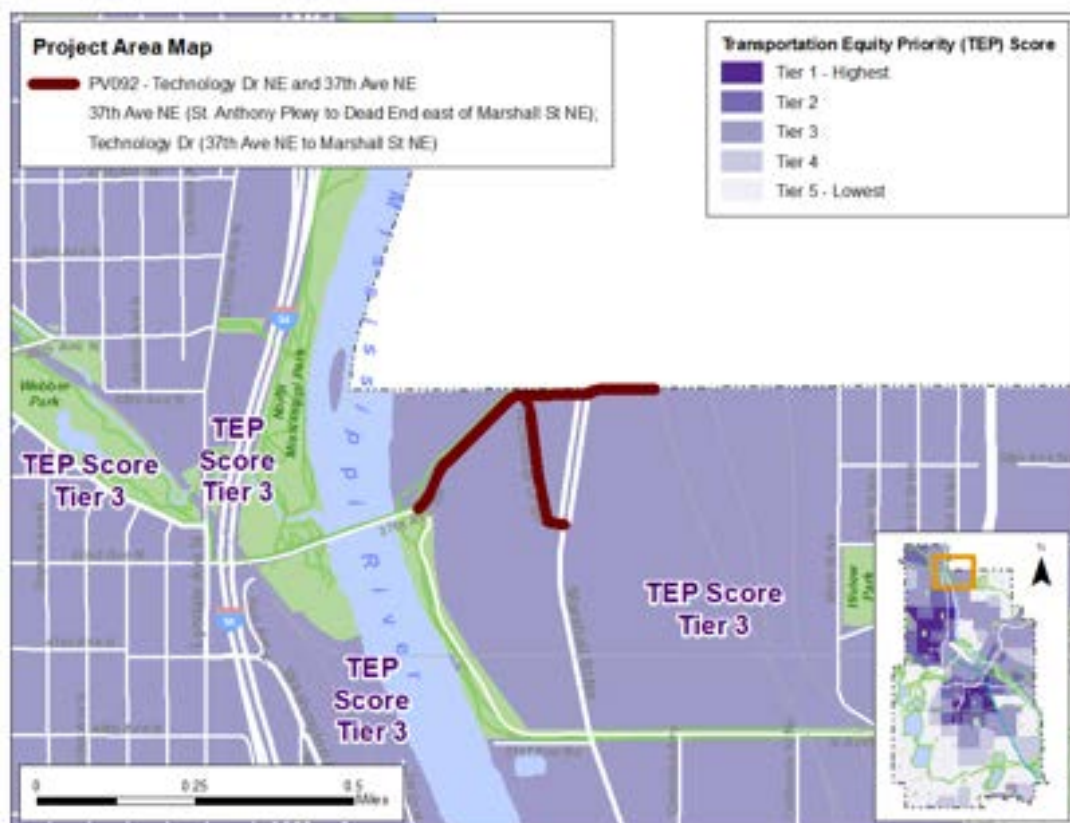
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV104 - ADA Ramp Replacement Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 21 of 62

Submitting Agency: Public Works

Contact Person: Ryan Ackerman

Contact Phone Number: (612) 673-3310

Contact Email: ryan.ackerman@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ramp/>

Prior year(s) funding amounts: \$500,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

The City of Minneapolis has over 16,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement of around 50 deficient or non-compliant pedestrian ramps per year. This program is separate from the work programmed within SWK01, which addresses deficiencies along the nearly 2,000 miles of sidewalks in Minneapolis.

Purpose and Justification

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, "...no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity" (42 USC. Sec. 12132; 28 CFR. Sec. 35.130)

The supplemental funding request for this program recognizes that funding levels have been held constant for many years. Funding for programs such as this typically mean that projects selected decrease in scope to stay within the available funding, resulting in less work year over year despite steady funding. This creates challenges for Public Works to deliver the right project at the right time as project costs have

continued to increase. Public Works is proposing this additional funding to deliver projects more in line with the historic level of service achieved by this program

Project Visuals and Map

ADA RAMP REPLACEMENT PROGRAM



City crews install a new, ADA compliant pedestrian ramp.



Some pedestrian ramps do not meet current ADA standards for accessibility.



Project information is subject to change.

PV104

ADA Ramp Replacement Program

Project Funding and Cost Breakdown

PV104							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
391002 - Net Debt Bonds Issued	\$500,000	\$500,000	\$500,000	\$500,000	\$0	\$500,000	\$500,000
REVENUES	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Expenses							
DANDPM - Design and Project Management	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000
CONSTC - Construction Costs	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000
GOVER - General Overhead	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
EXPENSES	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

Supplemental Project Funding and Cost Breakdown

PV104 Supplemental Request

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
REVENUES	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000
CONSTC - Construction Costs	\$0	\$0	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000
GOVER - General Overhead	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
EXPENSES	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed ADA compliant pedestrian ramp is 25 years with properly timed maintenance and repair. Public Works completed a systemwide inventory of pedestrian curb ramps in Minneapolis right of way in 2012, the systemwide inventory was actively updated between 2013 and 2018. As part of the City's ADA Transition Plan for Public Works, which was adopted by City Council in 2020 with subsequent updates in 2022 and 2024. The Transition Plan works in conjunction with the ADA Action Plan to better address accessibility needs and priorities within the City's public right of way. The public right of way typically includes the sidewalk, boulevard, and street. The City will identify project areas from community requests on an annual basis and design needs to be addressed during the normal construction season (April-October) until the systematic replacement citywide is accomplished.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This program completes projects on pedestrian ramps that are not ADA compliant. Ramp condition can also be assessed based on compliance with the current ADA ramp standards, which sets the conditions that make a ramp federally compliant.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed ADA compliant pedestrian ramp is 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good condition, which is funded through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The City of Minneapolis has over 16,000 sidewalk corners, many of which are deficient or non-compliant with current ADA design standards. This program will fund the systematic replacement of around 50 deficient or non-compliant pedestrian ramps per year at primarily non-signalized locations through community requests. This program is separate from the work programmed within SWK01 which addresses deficiencies along the nearly 2,000 miles of sidewalks in Minneapolis.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The Americans with Disabilities Act (ADA), enacted on July 26, 1990, is a civil rights law prohibiting discrimination against individuals on the basis of disability. Title II of ADA pertains to the programs, activities, and services that public entities provide. As a provider of public transportation services and programs, the City of Minneapolis must comply with this section of the ADA as it specifically applies to local governments. Title II of ADA provides that, "... no qualified individual with a disability shall, by

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.” (42 USC. Sec. 12132; 28 CFR. Sec. 35.130).

On a scale of 1-5, this program has a service level of 3 or 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The program includes project areas that are within or near transitways, transit routes, and high-volume pedestrian corridors. The program will improve accessibility for all.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector
- Production and Processing
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 projects have not yet been selected but projects will be considered in or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

PV113 - 29th St W Phase 2

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 51 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/st-w-fremont-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$1,470,000

Project Location:

City Sector: Southwest

Neighborhood(s) Located: Lowry Hill East

Ward(s) Located: 10

Description of Location: 29th St W (Emerson Ave to Fremont Ave and Dupont Ave to Colfax Ave)

Project Description

The proposed project includes the segment of 29th Street W between Emerson Avenue S and Fremont Avenue S and between Dupont Avenue S and Colfax Ave S. The segment from Emerson Avenue S to Dupont Avenue S has been vacated and is now privately owned. This project includes the reconstruction of a low-volume, low-speed street abutting the Midtown Greenway. The reconstruction involves the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include street lighting, new signage and new pavement markings as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 29th Street W between Emerson Ave and Fremont Ave and from Dupont Ave to Colfax Ave was constructed in 1940. The pavement condition along the project extent is generally rated in very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2023. This segment of 29th Street W has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps and an enhanced pedestrian realm. The corridor abuts the Midtown Greenway and is a low-volume corridor that serves an estimated 700 people driving per day. It is adjacent to several new high-density housing developments.

Project Visuals and Map



Project Funding and Cost Breakdown

PV113	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$281,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$1,189,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$1,470,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$367,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$955,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$147,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$1,470,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

29th Street West does not meet the guidance outlined in the Street Design Guide. The street currently operates as an urban neighborhood street and is not planned to have transit operating on the corridor. The street is not identified as a Long or Near Term Low Street bike route on the All Ages and Abilities network in the Transportation Action Plan and is not identified on the Pedestrian Priority Network. The street has an annual average daily traffic volume of 724 and it is not known how many daily bikes/micro-mobility and pedestrians use the street. The street is not along a commercial corridor and likely does not have freight travel or frequent deliveries. The corridor has sidewalk and parking on one side of the street and some locations with boulevards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 29th Street W between Emerson Ave and Fremont Ave and from Dupont Ave to Colfax

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This project will need to be coordinated with adjacent property owners and Metro Transit regarding the connection to the Uptown Transit Station.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Ave was constructed in 1940. The pavement condition along the project extent is generally rated in poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2023. This segment of 29th Street W has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps and an enhanced pedestrian realm. The corridor abuts the Midtown Greenway and is a low-volume corridor that serves an estimated 724 people driving per day. It is adjacent to several new high-density housing developments.

On a scale of 1-5, this project has a service level between 2 and 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Possibly. However, even without the project, there are likely redevelopment opportunities that would still be feasible. Redevelopment immediately adjacent to the site is anticipated. Completing this project will make it easier for residents of redeveloped properties better access business establishments along Lake Street and Lyndale Avenues.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The project is located adjacent to the Midtown Greenway Transit Corridor and is one block from the Lake Street Corridor. Lake Street is served by Metro Transit Route 21. Lake Street is an identified as an Existing High Frequency Transit corridor in the Transportation Action Plan and will be served by the B Line Arterial Bus Rapid Transit. The Midtown Greenway is identified as a Future Transit Priority Corridor in the Transportation Action Plan.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

This project will include accommodations for pedestrians, improving pedestrian connections to existing sidewalks that connect to the Uptown Transit Center, Midtown Greenway, and Lake Street.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lowry Hill East Neighborhood

- White: 64.8%
- Of Color: 33.0%
 - Black or African American alone: 15.7%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 7.2%
 - Other alone: Suppressed
 - Two or more races alone: 4.2%
- Hispanic or Latino (of any race): 5.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP score in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

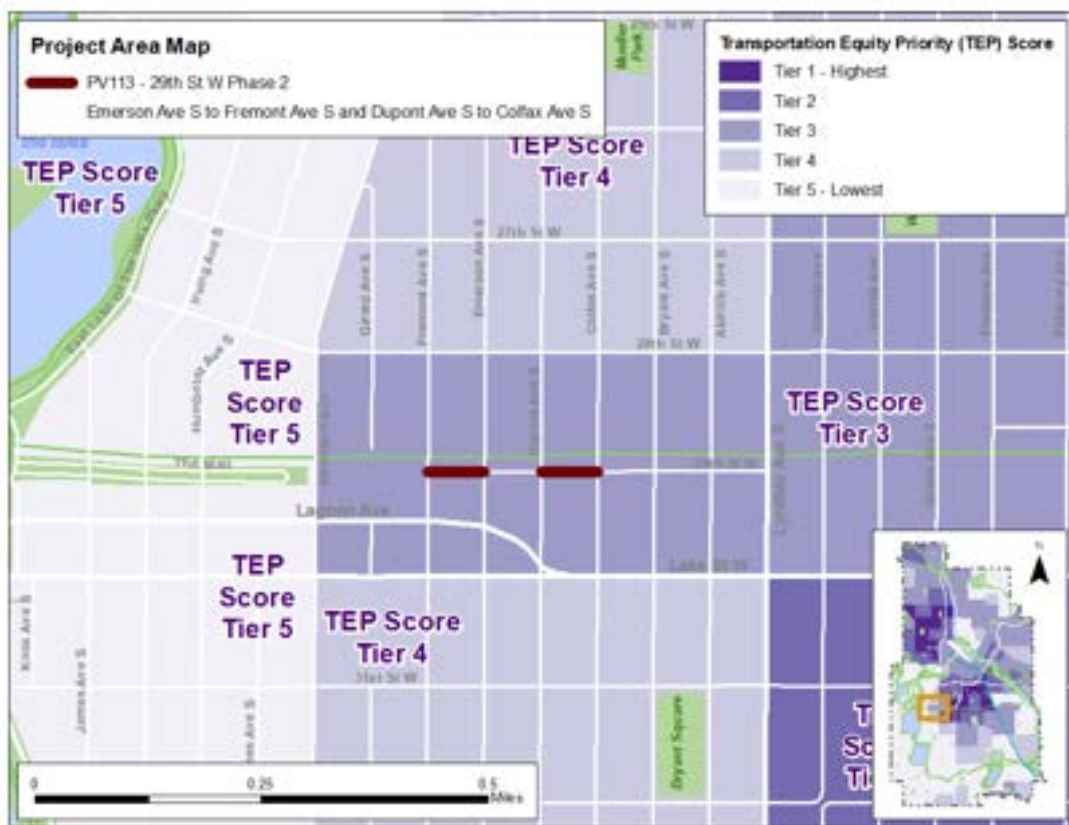
Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

Transportation Equity Priority (TEP) Score Map



PV123 - Logan Park Industrial

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2025

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 46 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 283-2097

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/park-industrial/>

Prior year(s) funding amounts: \$3,924,695

Total project cost (all years): \$9,504,695

Project Location:

City Sector: East

Neighborhood(s) Located: Logan Park, Lower Northeast

Ward(s) Located: 1

Description of Location: 12th Ave NE, from Jackson St to Central Ave

13th Ave NE, from Central Ave to Tyler St

14th Ave NE, from Quincy St to Tyler St

Jackson St NE, from Broadway St to 12th Ave

Quincy St NE, from Broadway St to 15th Ave

Tyler St NE, from Broadway St to 13th Ave

Van Buren St NE, from 14th Ave to dead end at Northrup King Building

Project Description

The proposed project will reconstruct approximately several specific street segments, they are:

- 12th Ave NE, from Jackson St to Central Ave
- 13th Ave NE, from Central Ave to Tyler St
- 14th Ave NE, from Quincy St to Tyler St
- Jackson St NE, from Broadway St to 12th Ave
- Quincy St NE, from Broadway St to 15th Ave
- Tyler St NE, from Broadway St to 13th Ave
- Van Buren St NE, from 14th Ave to dead end at Northrup King Building

These streets consist of heavily patched asphalt, brick pavers and unpaved streets. The typical existing section with the project area includes two travel lanes and a mix of parallel and perpendicular parking lanes on both sides of the streets. Sidewalks are currently present in limited sections of the project area as there are significant sidewalk gaps on both sides of the street along a majority of the project area. The area along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will significantly change the surrounding land uses and density. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The street segments were constructed at various points between 1923 and 1957. The pavement condition along the project extent is generally rated as very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. Most of these streets cannot be rated due to the absence of an asphalt or concrete surface but they have extremely poor ride quality due to the age and poor overall condition of the roadways. Many of the streets do not have sidewalks or ADA-compliant curb ramps and this project will provide an opportunity to upgrade pedestrian infrastructure to make the street accessible for all users. The project's design will draw on the City's Street Design Guide for streets designated as streets for salvage to inform which streets with historic pavers will be addressed. Adjacent to the project area, Broadway St NE and Central Ave NE serve an estimated 120-330 people walking, 90-330 people biking, and between 15,700 – 19,700 people driving per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV123	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$1,424,695	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$5,580,000	\$0	\$0	\$0	\$0	\$0
395300 - Stormwater Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$3,924,695	\$5,580,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$981,174	\$1,395,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$2,551,051	\$3,627,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$392,470	\$558,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$3,924,695	\$5,580,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of these streets are rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

These streets consist of heavily patched asphalt, brick pavers and unpaved streets. The typical existing section with the project area includes two travel lanes and a mix of parallel and perpendicular parking lanes on both sides of the streets. Sidewalks are currently present in limited sections of the project area, as there are significant sidewalk gaps on both sides of the street along a majority of the project area. The area along the project corridor is commercial and abutting properties are predominantly commercial office facilities, but recent, ongoing, and planned redevelopment in the area will significantly change the surrounding land uses and density. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include new signage and new pavement markings, as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

This project is intended to improve the right-of-way for all people in all the ways they move around. The street segments were constructed in phases from 1923 to 1957. The pavement condition along the project extent is generally rated as very poor condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. Most of these streets cannot be rated due to the absence of an asphalt or concrete surface but they have extremely poor ride quality due to the age and poor overall condition of the roadways. Many of the streets do not have sidewalks or ADA-compliant curb ramps and this project will provide an opportunity to upgrade pedestrian infrastructure to make the street accessible for all users. The project's design will draw on the City's Street Design Guide for streets designated as Historic Streets to inform which streets with historic pavers will be preserved. Adjacent to the project area, Broadway St NE and Central Ave NE serve an estimated 120-330 people walking, 90-330 people biking, and between 15,700 – 19,700 people driving per day.

On a scale of 1-5, this project has a service level of 2-3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is not identified on, or part of any of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

However, there are several sidewalk gaps in the project area and some of these gaps may be filled with construction of new sidewalks.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Engagement will begin in 2024.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Capital improvement projects such as this one complete a corridor and enhance the character of the area which helps preserve property values and the city's tax base.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Logan Park Neighborhood

- White: 61.6%
- Of Color: 37.5%
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.4%
- Hispanic or Latino (of any race): Suppressed

Northeast Park Neighborhood

- White: 63.0%
- Of Color: Suppressed
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

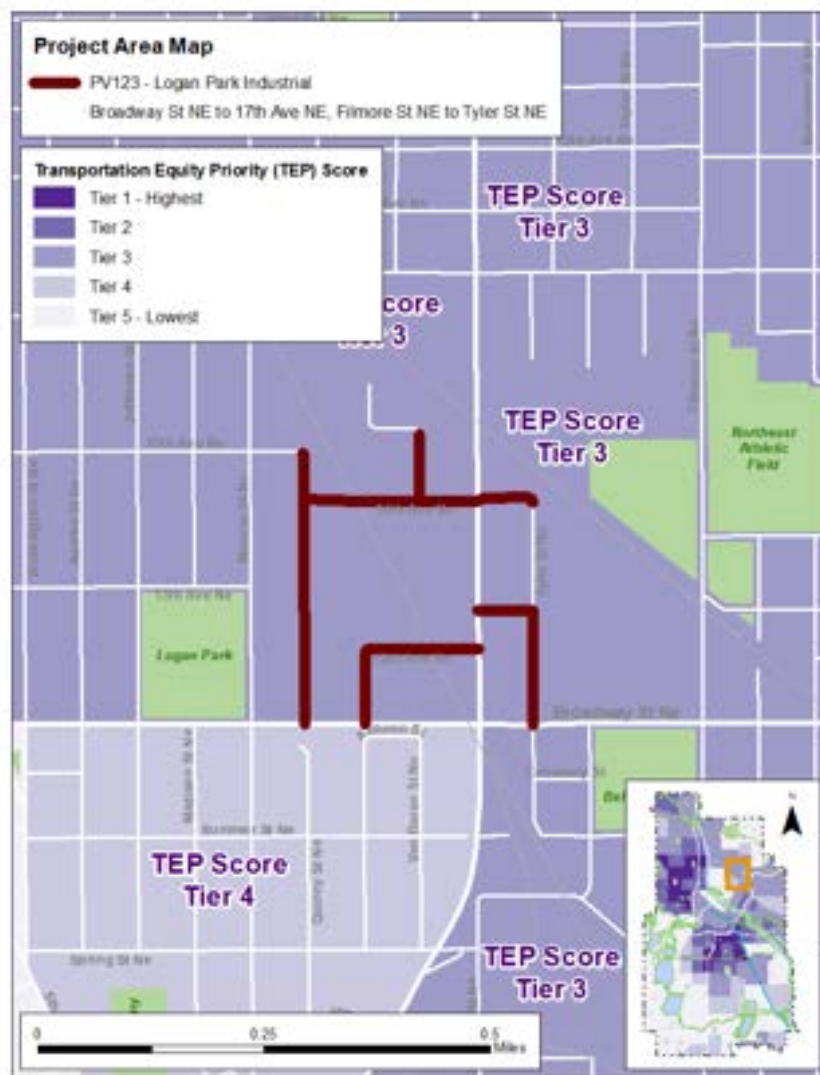
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable

PV132 - 1st Ave S (Lake St to Franklin Ave)

Project Details:

Project Start Date: 4/15/2024

Estimated Project Completion Date: 11/15/2025

Ongoing Program: N

Current Phase: Construction

Level of Need: Important

Department Priority: 38 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 283-2097

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-lake-st/>

Prior year(s) funding amounts: \$11,475,010

Total project cost (all years): \$22,855,010

Project Location:

City Sector: Downtown, South

Neighborhood(s) Located: Whittier, Lyndale

Ward(s) Located: 8, 10

Description of Location: 1st Ave S (31st St to Franklin Ave)

Project Description

The proposed project will reconstruct approximately 0.98 miles of 1st Ave S between Franklin Ave E and Lake St E and will retrofit 1st Ave S between Lake St and 31st St E. Currently, the corridor includes sidewalk and boulevard on both sides of the street, a two-way protected bike lane for most of the corridor, one traffic lane (two traffic lanes from Lake to 28th), and one parking lane. The segment from Lake St to 31st St E will be restriped with a two-way protected bikeway. The area along the project corridor is residential and abutting properties are predominantly multi-family residential and some institutional land uses along the southern end. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, a two-way protected bikeway on the west side of the street, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. This project includes the reconstruction of the 1st Ave S Bridge over the Midtown Greenway.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Franklin Ave and Lake St was constructed in 1969. The pavement condition along the project extent is generally rated in "fair" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 370 - 580 people walking, 150 to 260 people biking, and 5,200 to 7,200 people driving per day. This street

was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths

Project Visuals and Map



Project Funding and Cost Breakdown

PV132	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0
301009 - Value Capture	\$0	\$9,976,000	\$0	\$0	\$0	\$0	\$0
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$4,661,241	\$1,404,000	\$0	\$0	\$0	\$0	\$0
322500 - Other Local Governments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$1,498,283	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
384501 - Transfer Fr Other Cap Proj Fds	\$5,315,486	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$11,475,010	\$11,380,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$2,868,753	\$2,845,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$7,458,757	\$7,397,000	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
GOVER - General Overhead	\$1,147,500	\$1,138,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$11,475,010	\$11,380,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street is currently in "fair" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017 and defined in the 20 Year Streets Funding Plan. Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Franklin Ave and Lake St was constructed in 1969. The pavement condition along the project extent is generally rated in "fair" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 370 - 580 people walking, 150 to 260 people biking, and 5,200 to 7,200 people driving per day.

On a scale of 1-5, this project has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This project has collaborated with the city's project team redeveloping the Lake at Nicollet parcel, formerly known as the K-Mart site.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

The redevelopment of the Kmart site and reopening of Nicollet Ave, when they occur, will require significant investment in order to achieve envisioned outcomes. Reconstruction of 1st Ave S will support the success of this future investment through improvement of surrounding conditions. The reconstruction of 1st Ave S north of Lake Street E will strengthen future redevelopment related to the reopening of Nicollet Ave. An improved streetscape including ADA pedestrian ramps, new signage, and other features will also improve development likelihood along the Midtown Greenway especially in consideration of a relocated trail connection.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

A portion of this corridor is served by Metro Transit Routes 18 and 135, with intersecting service provided on Franklin Avenue East, and Lake Street East. The 1st Avenue South/Marquette Avenue South corridor between 12th Street South and Franklin Avenue East is identified on the pedestrian priority network in the Transportation Action Plan and is a pedestrian street lighting corridor. The project will improve the transit experience by creating improved and accessible access to all transit stops and will enhance the pedestrian realm by enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists by providing bicycle accommodations, improved sidewalks, crosswalks, and providing ADA compliant curb ramps are an integral part of this project. The segment from 31st St to Lake St is being restriped so that the two-way bikeway transition happens at a more logical location.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way is typically 60 feet from Franklin Ave to Lake Street. Grades and encroachments typically limit utilization of the entire legal right-of-way. Also, many people using many modes of travel, including pedestrians, bicyclists, drivers, and people trying to park will all be competing for space within the project area.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Engagement was completed in 2022 and detailed engineering in 2023. This project begins construction in the spring of 2024.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

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Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier Neighborhood

- White: 53.7%
- Of Color: 42.3%
 - Black or African American alone: 18.9%
 - American Indian and Alaskan Native alone: 0.9%
 - Asian or Pacific Islander alone: 3.2%
 - Other alone: Suppressed
 - Two or more races alone: 6.9%
- Hispanic or Latino (of any race): 16.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

Feedback included comments regarding the importance of pedestrian safety improving the Whittier-Lyndale bikeway installed in 2020-2021, reducing the speed of cars, and adding green space.

Analysis

How does the outcome for this project help the city achieve racial equity?

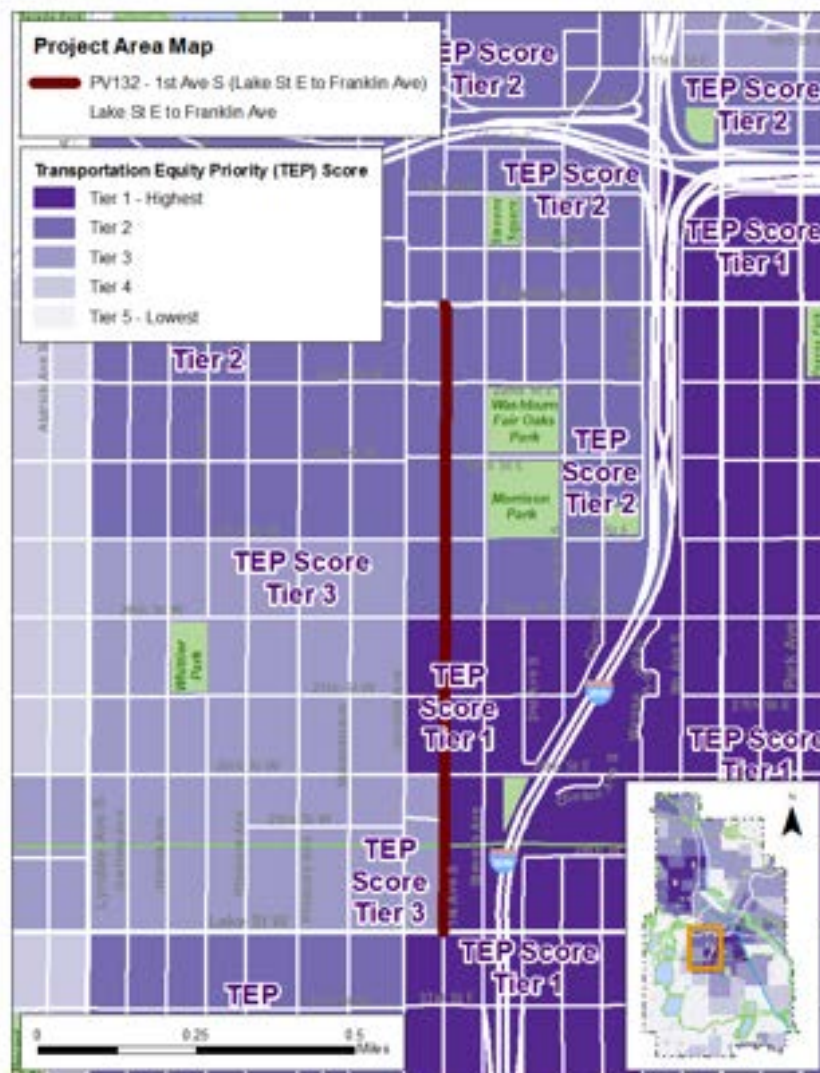
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV143 - North Industrial

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 53 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/industrial-area/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$5,260,000

Project Location:

City Sector: North & Downtown

Neighborhood(s) Located: Near-North, North Loop, Hawthorne

Ward(s) Located: 5

Description of Location: Various locations between 10th Ave N to 23rd Ave N and I-94 to the Mississippi River

Project Description

The proposed project will reconstruct approximately 0.85 miles of 10 street segments at various locations from 10th Ave N to 23rd Ave N and I-94 to the Mississippi River. Currently, each segment includes two vehicle lanes, one in each direction, and most segments allow for on-street parking. The project area is composed of street segments that entirely abut industrial properties. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1972 and as long ago as 1905, with several segments having never been formally paved. Most of the segments are in "very poor" or "poor" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. Nearly all segments have a pavement surface that is beyond its expected useful life, and poor to non-existent curb and gutter. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, address sidewalk obstructions, and build street segments with curb and gutter. The City has no pedestrian, bicycle, or vehicle counts for these street segments, however a moderate amount of all modal traffic types can be assumed.

Project Visuals and Map



Project Funding and Cost Breakdown

PV143

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$1,121,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$4,139,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$5,260,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$1,315,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$3,419,000
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$526,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$5,260,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Most of the segments are in "very poor" or "poor" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding have been secured at this time.

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. Street segments were built as recently as 1972 and as long ago as 1905, with several segments having never been formally paved. Most of the segments are in "very poor" or "poor" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. Nearly all segments have a pavement surface that is beyond its expected useful life, and poor to non-existent curb and gutter. This project provides an opportunity to incorporate ADA compliant curb ramps, improve boulevards with trees, address sidewalk obstructions, and build street segments with curb and gutter. The City has no pedestrian, bicycle, or vehicle counts for these street segments; however, a moderate amount of all modal traffic types can be assumed.

On a scale of 1-5, this project has a service level of 3.

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding have been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is not identified on, or part of any of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Production and Processing

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
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Housing

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- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Neighborhood

- White: 16.8%
- Of Color: 82.3%
 - Black or African American alone: 61.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 8.5%
 - Other alone: Suppressed
 - Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.1%

North Loop Neighborhood

- White: 68.1%
- Of Color: 26.1%
 - Black or African American alone: 9.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 8.1%
 - Other alone: Suppressed
 - Two or more races alone: 2.4%
- Hispanic or Latino (of any race): 10.7%

Hawthorne Neighborhood

- White: 18.2%
- Of Color: 79.0%
 - Black or African American alone: 46.6%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 16.6%
 - Other alone: Suppressed
 - Two or more races alone: 6.7%
- Hispanic or Latino (of any race): 8.2%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

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This project is in, or borders, Census tracts with TEP scores in tiers 1, 2, and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

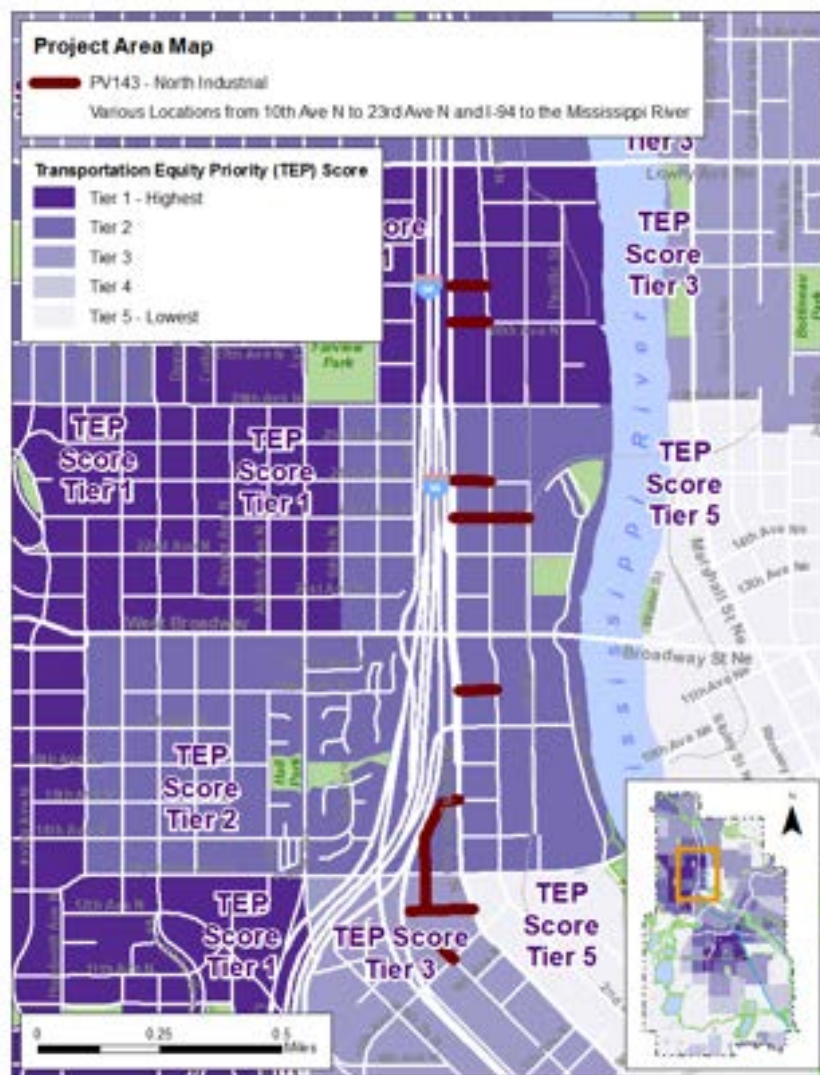
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

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Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV160 - 1st Ave S (Franklin Ave to Grant St)

Project Details:

Project Start Date: 4/15/2026

Estimated Project Completion Date: 11/15/2026

Ongoing Program: N

Current Phase: Design

Level of Need: Important

Department Priority: 40 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 283-2097

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-lake-st/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$11,540,000

Project Location:

City Sector: Downtown, South

Neighborhood(s) Located: Loring Park, Stevens Square – Loring Heights

Ward(s) Located: 6, 7

Description of Location: 1st Ave S (Franklin Ave to Grant St)

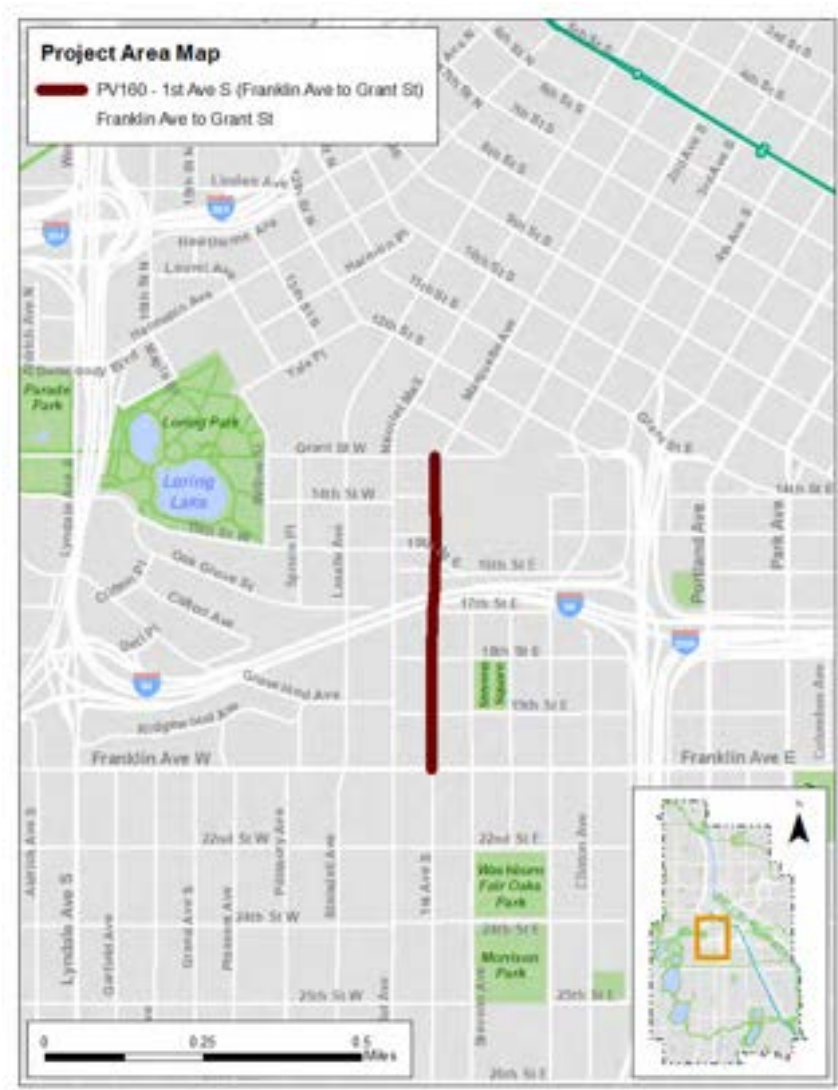
Project Description

The proposed project will reconstruct approximately 0.49 of 1st Ave S between Grant St to Franklin Ave. Currently, the corridor includes sidewalk on both sides of the street, a two-way protected bikeway, one to two travel lanes, and two parking lanes on the majority of the corridor. The street operates one-way northbound in this segment. The area along the project corridor is primarily residential and abutting properties are predominantly multi-family residential with some commercial and institutional land uses. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Grant St to Franklin Ave was constructed in 1968. The pavement condition along the project extent is generally rated in “very poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured at various points between 2021 and 2023. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 580 people walking, 260 people biking, and 2,750 people driving per day. the purpose and justification for this project.

Project Visuals and Map



Project Funding and Cost Breakdown

PV160		FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues								
301009 - Value Capture		\$0	\$0	\$7,014,000	\$0	\$0	\$0	\$0
321514 - Municipal State Aid		\$0	\$0	\$2,558,000	\$0	\$0	\$0	\$0
322000 - County Grants		\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments		\$0	\$0	\$327,000	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100		\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300		\$0	\$0	\$1,641,000	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued		\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES		\$0	\$0	\$11,540,000	\$0	\$0	\$0	\$0
Expenses								
DANDPM - Design and Project Management		\$0	\$0	\$2,885,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs		\$0	\$0	\$7,501,000	\$0	\$0	\$0	\$0
GOVER - General Overhead		\$0	\$0	\$1,154,000	\$0	\$0	\$0	\$0
EXPENSES		\$0	\$0	\$11,540,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated in poor condition. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposed project will reconstruct approximately 0.49 miles of 1st Ave S between Grant St to Franklin Ave. Currently, the corridor includes sidewalk on both sides of the street, a northbound bike lane, two travel lanes, and two parking lanes on the majority of the corridor. The street operates one-way northbound in this segment. The area along the project corridor is primarily residential and abutting properties are predominantly multi-family residential with some commercial and institutional land uses. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave S between Grant St to Franklin

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:
Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project
Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable

Ave was constructed in 1968. The pavement condition along the project extent is generally rated in “very poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured at various points between 2021 and 2023. This segment of 1st Ave S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and improve the bicycle facility. This corridor serves an estimated 580 people walking, 260 people biking, and 2,750 people driving per day.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

This corridor features a small selection of sites that medium-term may be likely candidates for redevelopment, and the reconstruction of this corridor and discussed project improvements would support that potential.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No. The project will improve facilities for both pedestrians and bicyclists through improved existing bicycle accommodations, improved sidewalks, crosswalks, and by providing ADA compliant curb ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector
- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Engagement was completed in 2023 and design is underway.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Loring Park Neighborhood

- White: 72.0%
- Of Color: 24.5%
 - Black or African American alone: 10.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 4.7%
 - Other alone: Suppressed
 - Two or more races alone: 4.6%
- Hispanic or Latino (of any race): 5.3%

Stevens Square – Loring Heights Neighborhood

- White: 56.1%
- Of Color: 40.8%
 - Black or African American alone: 16.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.5%
- Hispanic or Latino (of any race): 17.9%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.

2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

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What data is available or missing? How can you obtain additional data?

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This project is in, or borders, Census tracts with TEP scores in tier 2. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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Describe the engagement and what have you learned?

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Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

Transportation Equity Priority (TEP) Score Map



PV161 - 3rd St S

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 54 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/st-norm-mcgrew-pl/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$23,920,000

Project Location:

City Sector: Downtown

Neighborhood(s) Located: Downtown East,
Downtown West

Ward(s) Located: 3

Description of Location: 3rd St S (Norm McGrew Pl
to Hennepin Ave)

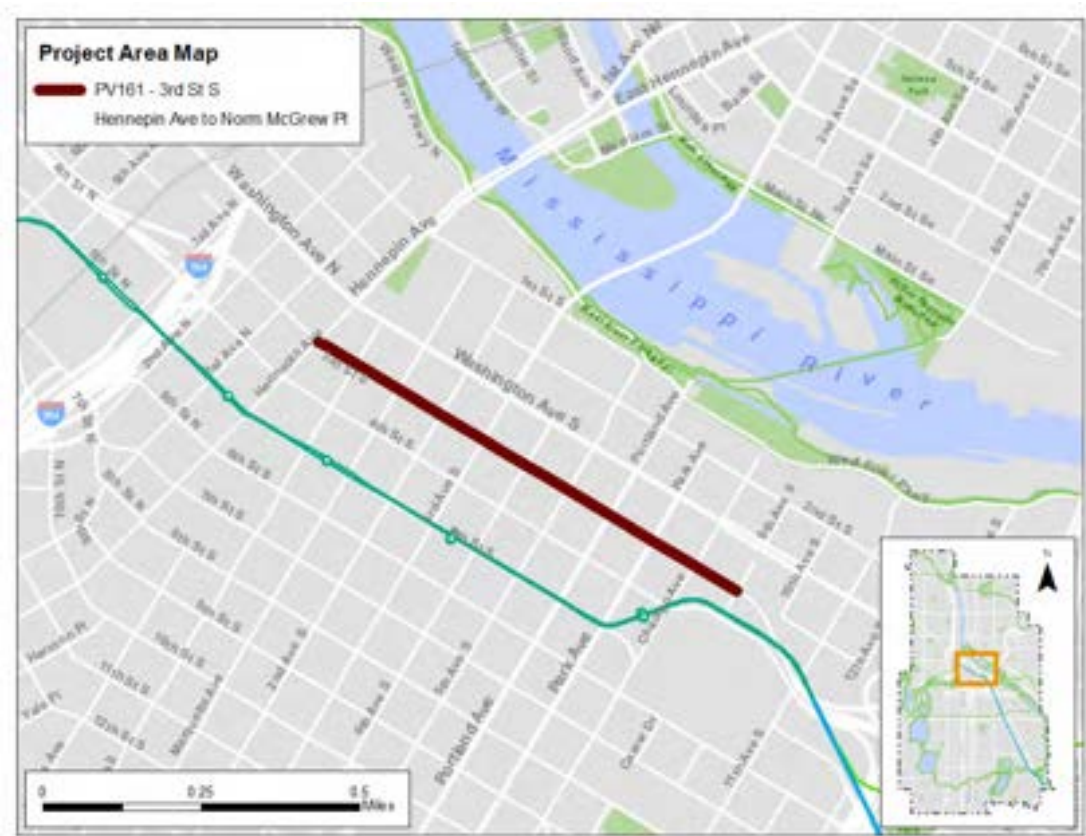
Project Description

The proposed project will reconstruct approximately 0.75 of 3rd Street between Norm McGrew Place to Hennepin Ave. Currently, the corridor has 3 westbound travel lanes, one bicycle lane, and two parking lanes. The area along the project corridor is Destination Mixed Use (including commercial retail at the street level of all development) as well as Public, Office and Institutional (including offices, public and semi-public uses, and multi-story residential). This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 3rd Street South was constructed in at various times between 1963 and 1972. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of 3rd Street South has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to ensure ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facilities. This corridor serves an estimated 1,140 people walking, 200 people biking, and 4,505 – 11,198 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV161	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$1,320,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000,000
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$23,920,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$5,980,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$15,548,000
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$2,392,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$23,920,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 3rd Street South was constructed in at various times between 1963 and 1972. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of 3rd Street South has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to ensure ADA compliant curb ramps, address sidewalk obstructions, and improve the bicycle facilities. This corridor serves an estimated 1,140 people walking, 200 people biking, and 4,505 – 11,198 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Metro Transit regarding bus service/accommodations and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

The 3rd Street corridor in downtown Minneapolis from Norm McGrew Place to Hennepin Ave is experiencing extensive economic involvement. Downtown East has become a focus for development, residential and otherwise. The western extents of 3rd Street includes many sites likely to become development opportunities soon. In addition, property fronting 3rd Street is shifting towards a much more diverse set of activities and uses. This reconstruction will help support the continuation of this trend. There are multiple sites along the corridor slated for potential major development. Most notable among these is the block north of 3rd Street between Fifth Avenue South and Portland Avenue.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by a Metro Transit express route. 3rd Street South is identified as a street on the Pedestrian Priority Network (PPN) as well as a Future Transit Priority Corridor in the Transportation Action Plan. The project will improve the transit experience by enhancing the pedestrian realm via implementation of sidewalks and ADA compliant ramps that will improve access and connectivity to the corridors that connect and provide access to nearby transit stops.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Downtown East Neighborhood

- White: 64.4%
- Of Color: 33.9%
 - Black or African American alone: 18.7%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 6.2%
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

Downtown West Neighborhood

- White: 65.5%
- Of Color: 32.7%
 - Black or African American alone: 14.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 11.2%
 - Other alone: Suppressed
 - Two or more races alone: 3.6%
- Hispanic or Latino (of any race): 3.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel

2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP score in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

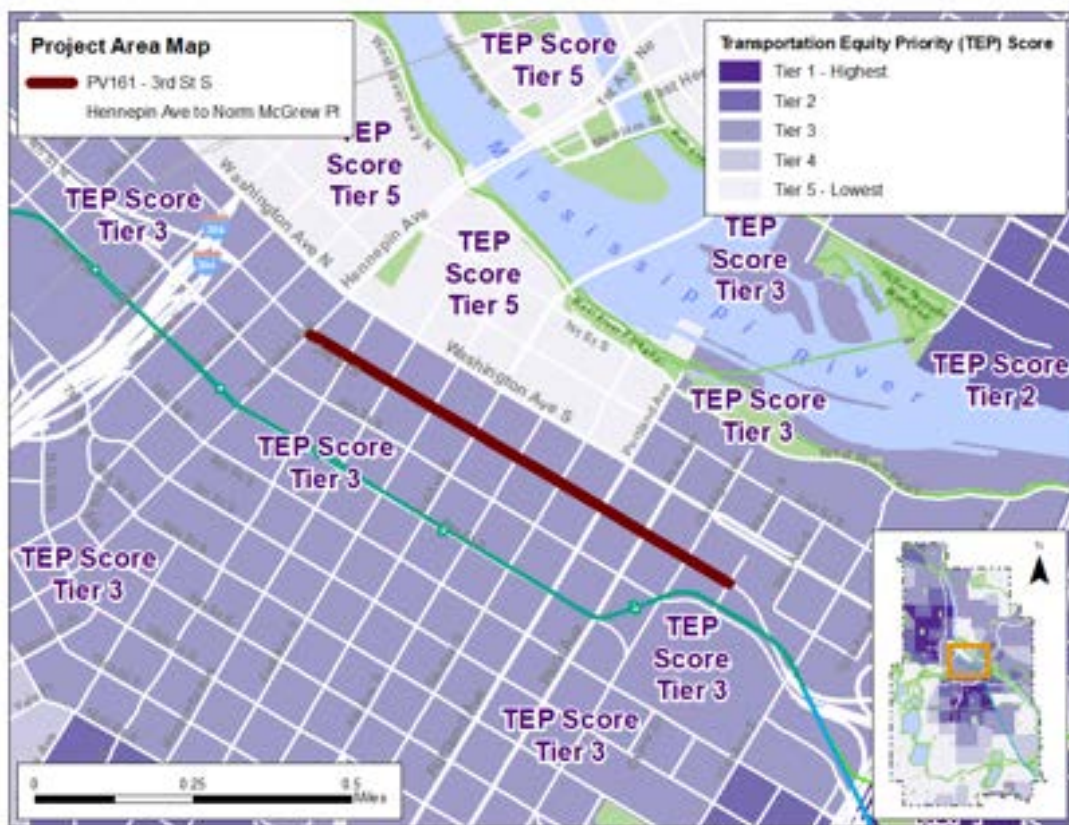
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Write a title for the content below



Additional Information

Not Applicable

PV166 - 2nd Street NE

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 56 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/st-broadway/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$18,410,000

Project Location:

City Sector: East

Neighborhood(s) Located: Sheridan, Bottineau

Ward(s) Located: 3

Description of Location: 2nd St NE (Broadway St to Lowry Ave)

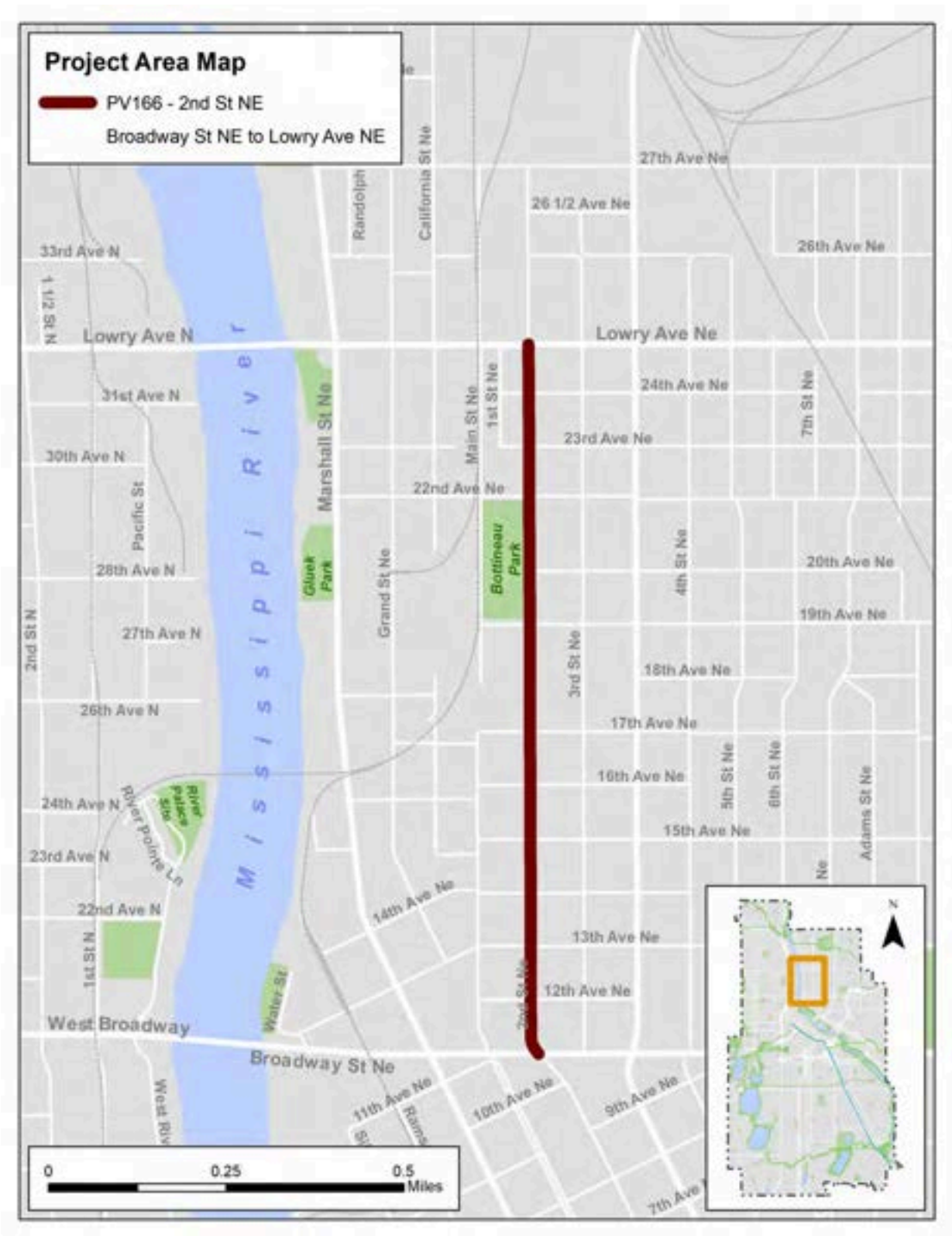
Project Description

The proposed project will reconstruct approximately 1 mile of 2nd Street Northeast (MSA Route 226) between Broadway Street Northeast and Lowry Avenue North. The existing corridor includes two travel lanes, two parking lanes, and sidewalks on both sides of the street. Currently, the area along the project corridor is primarily residential with a mix of neighborhood businesses but also serves two schools and a park. This project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, potential bikeway, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1956 and is currently rated in "poor" condition by the City's pavement management system with a Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 2nd St NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions. This corridor serves an estimated 800 people walking and between 2,300 and 3,100 people driving per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV166	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$925,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$17,485,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$18,410,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$4,602,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$11,966,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$1,841,000
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$18,410,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street was built in 1956 and the pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1956 and is currently rated in "poor" condition by the City's pavement management system with a Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 2nd St NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, and address sidewalk obstructions. This corridor serves an estimated 800 people walking and between 2,300 and 3,100 people driving per day.

On a scale of 1-5, this project has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Routes 11 and 32, with intersecting service on Broadway Street and Lowry Avenue. The 2nd St NE corridor is identified as a Pedestrian Priority Network corridor. Enhancing the existing sidewalks, crosswalks, adding bump outs, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventive maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. This project is anticipated to be a one-year construction project.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sheridan Neighborhood

- White: 71.6%
- Of Color: 23.3%
 - Black or African American alone: 14.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 4.3%
- Hispanic or Latino (of any race): Suppressed

Bottineau Neighborhood

- White: 64.1%
- Of Color: 34.4%
 - Black or African American alone: 25.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3 and 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map

PV169 - 38th St (Blaisdell Ave to Park Ave)

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 58 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-st-blaisdell-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$15,030,000

Project Location:

City Sector: Southwest, South

Neighborhood(s) Located: King Field, Bryant, Central

Ward(s) Located: 8

Description of Location: 38th St E/W (Blaisdell Ave to Park Ave)

Project Description

The proposed project will reconstruct approximately 0.7 miles of 38th Street E/W (MSA Route 253) between Blaisdell Avenue and Park Avenue. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes. Land use adjacent to the corridor is mixed-use, with varying residential densities, retail, and other commercial and institutional uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bump outs, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1960 and is beyond expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E/W has a pavement surface that is beyond its expected useful life.

This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and add new pedestrian-scaled lighting. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 200 to 610 people walking, 140 to 290 people biking, and between 4,750 and 9,800 people driving per day. 38th Street E/W was identified in the City’s Vision Zero Action Plan as a High Injury

Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV169

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$972,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$14,058,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$15,030,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$3,757,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$9,769,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$1,503,000
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$15,030,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. This street was originally constructed in 1960 and received an asphalt overlay in the past 15 years, as well as a more recent sealcoat. These measures brought the street back to rating in good condition by the City's pavement management system as measured in 2017. Since then, continued deterioration and aging of these treatments results in current conditions that are worse than the latest PCI data collection on the segment. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-City funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in 1960 and is beyond expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E/W has a pavement surface that is beyond its expected useful life.

This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, and add new pedestrian-scaled lighting. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 200

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

to 610 people walking, 140 to 290 people biking, and between 4,750 and 9,800 people driving per day. 38th Street E/W was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 23 throughout the project limits, and by route 133 between Portland and Chicago. There is intersecting transit service on Grand, Nicollet, and 4th Avenues. The 38th Street corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, adding bump outs, pedestrian-scaled lighting, and providing ADA compliant curb ramps are a part of this project

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Public Works will carry forward any prior remaining bond authorizations to future program or project years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bryant Neighborhood

- White: 45.8%
- Of Color: 47.6%
 - Black or African American alone: 23.1%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 24.4%

Central Neighborhood

- White: 36.9%
- Of Color: 54.4%
 - Black or African American alone: 26.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 29.4%

Kingfield Neighborhood

- White: 78.1%
- Of Color: 21.2%
 - Black or African American alone: 7.6%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 1.4%
 - Other alone: Suppressed
 - Two or more races alone: 5.8%
- Hispanic or Latino (of any race): 6.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3, 4, and 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map

PV172 - Chicago Ave

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 59 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-lake-st-37th-st/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$16,110,000

Project Location:

City Sector: South

Neighborhood(s) Located: Powderhorn Park, Central

Ward(s) Located: 8, 9

Description of Location: Chicago Avenue (Lake St to 37th St E)

Project Description

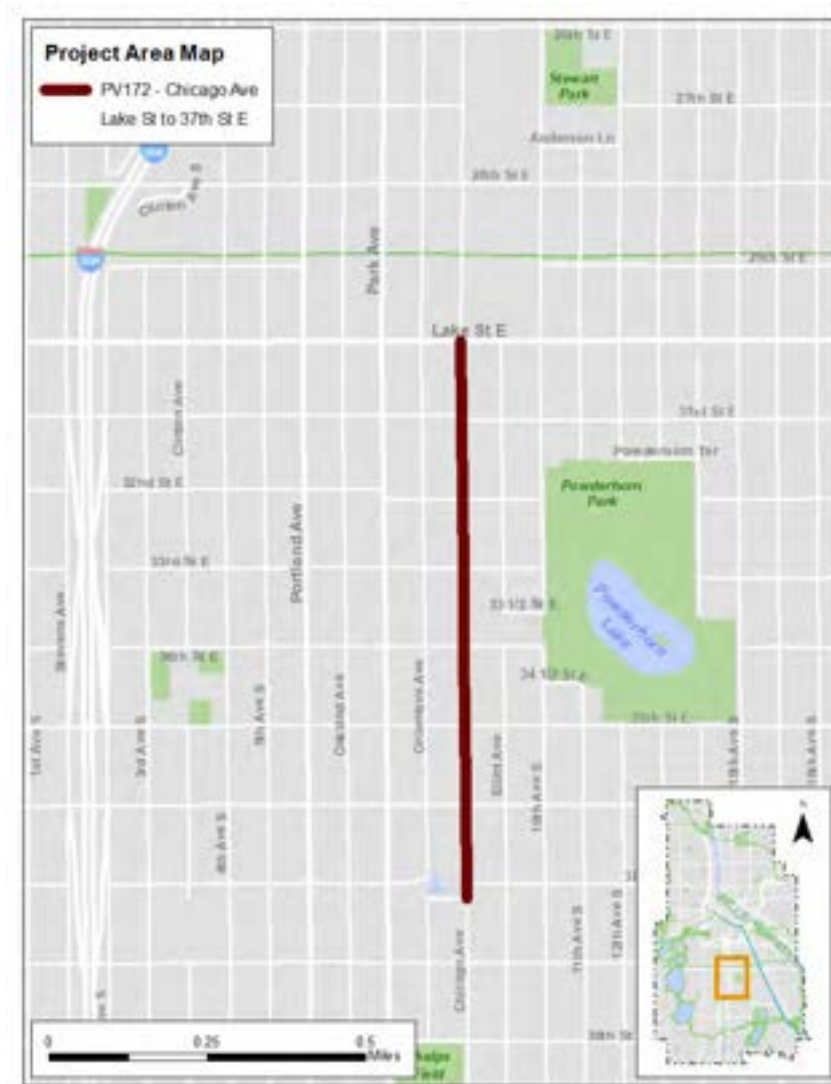
The proposed project will reconstruct approximately 0.85 miles of Chicago Avenue South (MSA Route 165) between Lake Street and 37th Street East. Currently, the existing corridor includes sidewalk on both sides of the street, two travel lanes, bike lanes, and parking on both sides. The area along the project corridor is a mix of uses with some commercial nodes and single-family housing. This is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, utility improvements, improved bicycle facilities, and two travel lanes. The project will also include signal improvements, new signage, consideration of transit advantages, and new pavement markings, as needed. This work will also ultimately support the development of the Metro Transit's D Line arterial bus rapid transit project.

Purpose and Justification

The project is intended to improve the right-of-way for all people in all the ways they move around. This segment of Chicago Avenue was constructed in 1957. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of Chicago Avenue S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevard space away from the street, address sidewalk obstructions, and implement bus-

only lanes. This corridor serves a significant amount of bicycle and pedestrian travel and 7,140-8,700 vehicles per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV172

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$814,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
384101 - Transfer Fr City Capital 04100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$15,296,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$16,110,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$4,027,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$10,471,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$1,611,000
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$16,110,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The project is intended to improve the right-of-way for all people in all the ways they move around. This segment of Chicago Avenue was constructed in 1957. A sealcoat project in 2018 temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, though the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This segment of Chicago Avenue S has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevard space away from the street, address sidewalk obstructions, and implement bus-only lanes. This corridor serves a significant amount of bicycle and pedestrian travel and 7,140-8,700 vehicles per day.

On a scale of 1-5, this project has a service level of 4.

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Hennepin County at the intersection of Chicago Avenue and Lake Street and Metro Transit. The City supports the development of the D Line in this corridor, with station stops at Lake Street and 34th Street.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit D Line and route 5 run along this corridor. Pedestrian amenities, such as new sidewalks, pedestrian lighting and ADA compliant pedestrian ramps, will improve the pedestrian experience and make it easier for transit users to access these routes.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

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and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
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Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Central Neighborhood

- White: 36.9%
- Of Color: 54.4%
 - Black or African American alone: 26.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 29.4%

Powderhorn Park Neighborhood

- White: 56.4%
- Of Color: 38.0%
 - Black or African American alone: 9.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
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1. Create multiple options for convenient, safe, and efficient transportation.
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3. Build and maintain higher levels of pedestrian scale lighting

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1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

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1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

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The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 2 and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

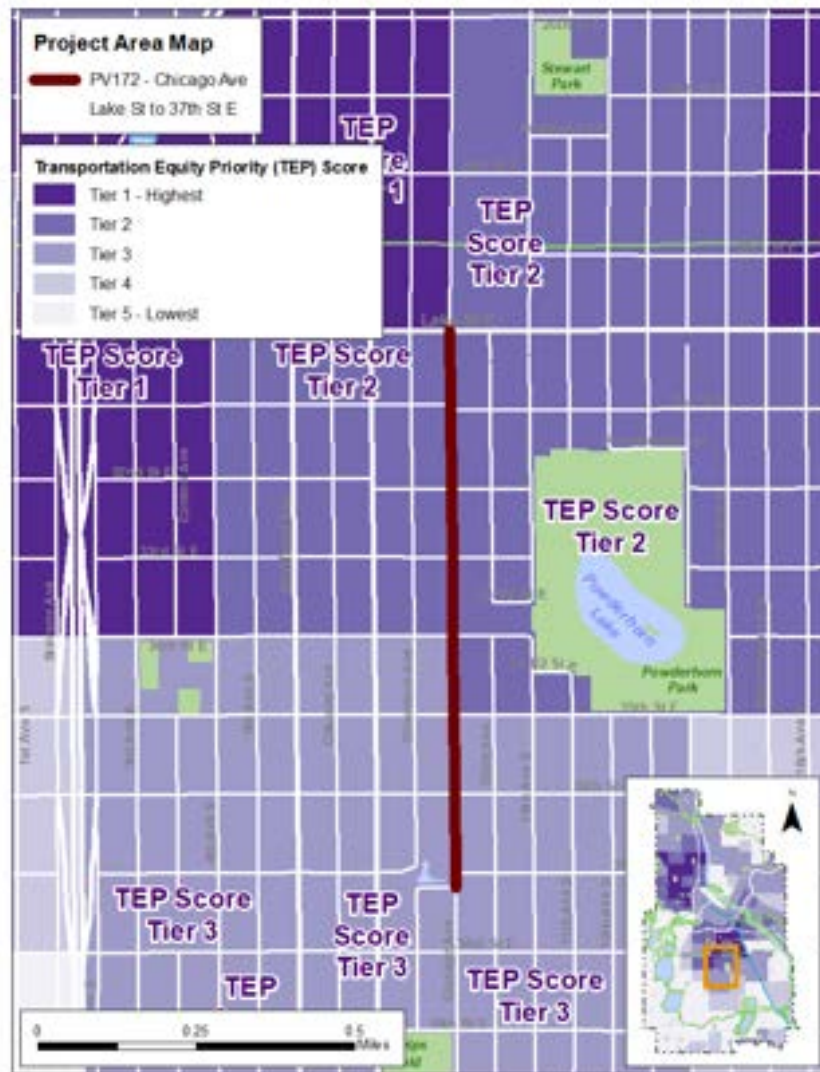
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV175 - 38th Street (10th Ave S to 23rd Ave S)

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 60 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: 612-673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-st-10th-ave-23rd-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$22,010,000

Project Location:

City Sector: South

Neighborhood(s) Located: Bryant, Central, Bancroft, Powderhorn Park, Standish

Ward(s) Located: 8, 9, 12

Description of Location: 38th St E (10th Ave S to 23rd Ave S)

Project Description

The proposed project will reconstruct approximately 1.1 miles of 38th St E between 10th Ave S and 23rd Ave S. Existing conditions along the corridor include sidewalk on both sides of the street, two travel lanes, and two parking lanes. There is a striped median with raised concrete medians between 13th and 14th Avenues S. Land use adjacent to the corridor is mixed-use, with varying residential densities, retail, and other commercial and institutional uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bumpouts, consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1960 and 1963 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, and add new bicycle facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 390 to 520 people walking, 70 to 230 people biking, and between 6,250 and 8,900 people driving per day. 38th Street E was identified in the City’s Vision Zero Action Plan as a High

Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV175

[illegible]

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair." Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1960 and 1963 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This segment of 38th St E has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, and add new bicycle facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 390 to 520 people walking, 70 to 230 people biking,

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

and between 6,250 and 8,900 people driving per day. 38th Street E was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 23 throughout the project limits, by route 133 between Portland and Chicago, and by route 14 between Bloomington and Cedar. There is intersecting transit service Chicago, Bloomington, Cedar, and 23rd Avenues. The 38th Street corridor is identified as a pedestrian priority corridor and pedestrian street lighting corridor. Enhancing the existing sidewalks, crosswalks, adding bumpouts, pedestrian-scaled lighting, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

See above.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Bancroft Neighborhood

- White: 65.7%
- Of Color: 33.5%
 - Black or African American alone: 7.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.3%
- Hispanic or Latino (of any race): 17.7%

Powderhorn Neighborhood

- White: 56.4%
- Of Color: 38.0%
 - Black or African American alone: 9.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 3.9%
- Hispanic or Latino (of any race): 25.4%

Standish Neighborhood

- White: 75.9%
- Of Color: 21.0%
 - Black or African American alone: 7.0%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 4.8%
- Hispanic or Latino (of any race): 9.4%

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2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
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Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
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1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
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This project is in, or borders, Census tracts with TEP scores in tiers 3, 4, and 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

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Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

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How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map

PV180 - Loring Greenway

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 61 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673- 3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-greenway/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$500,000

Project Location:

City Sector: Downtown

Neighborhood(s) Located: Loring Park

Ward(s) Located: 7

Description of Location: Loring Greenway (Nicollet Mall to Loring Greenway)

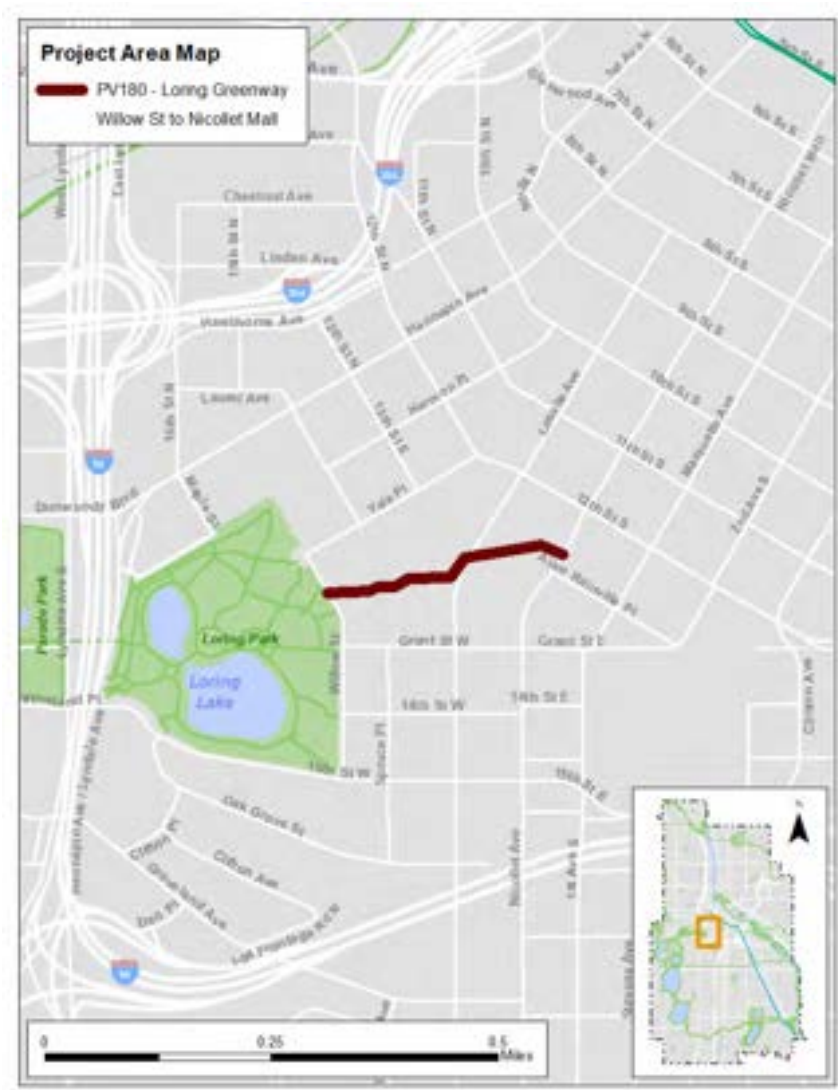
Project Description

This project will make capital improvements within the public right of way along the Loring Greenway, which connects Nicollet Mall to Loring Park via a series of open spaces and paths. Public Works will address aging and deteriorating paths, walls, seating areas, lighting, signage, and other various public realm infrastructure, including upgrading the right of way to meet current ADA design standards.

Purpose and Justification

This project is intended to address aging and deteriorating infrastructure within the public right-of-way along the Loring Greenway in Downtown Minneapolis. This project has been identified in the All Ages and Abilities Bikeway Network and will provide improvements along the greenway in the Loring Park neighborhood, supporting access and mobility to important recreational, residential, and commercial destinations.

Project Visuals and Map



Project Funding and Cost Breakdown

PV180	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$125,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$325,000
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The Loring Greenway is generally in fair condition, while recognizing that its age is becoming apparent and parts of the path are no longer up to current ADA standards. The unique nature of the Loring Greenway leads to assessment of the current condition to be composed of multiple metrics such as concrete condition, current ADA design standards, and user experience.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful life span may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is meant to address a deteriorating east/west bicycle/pedestrian trail in Downtown Minneapolis. This project has been identified in the All Ages and Abilities Bikeway Network and will improve a more direct connection in the Loring Park neighborhood to recreational, residential and commercial land uses. Public Works has no data on the condition of the trail other than observations of various asset conditions.

On a scale of 1-5, this project has a service level of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Minneapolis Public Works has had a longstanding partnership with the Loring Greenway Association.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The greenway will provide direct access to the high frequency transit service along Nicollet Mall and will be designed to meet current ADA standards for people walking, biking, and rolling.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Trail

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Loring Park Neighborhood

- White: 72.0%
- Of Color: 24.5%
 - Black or African American alone: 10.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 4.7%
 - Other alone: Suppressed
 - Two or more races alone: 4.6%
- Hispanic or Latino (of any race): 5.3%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

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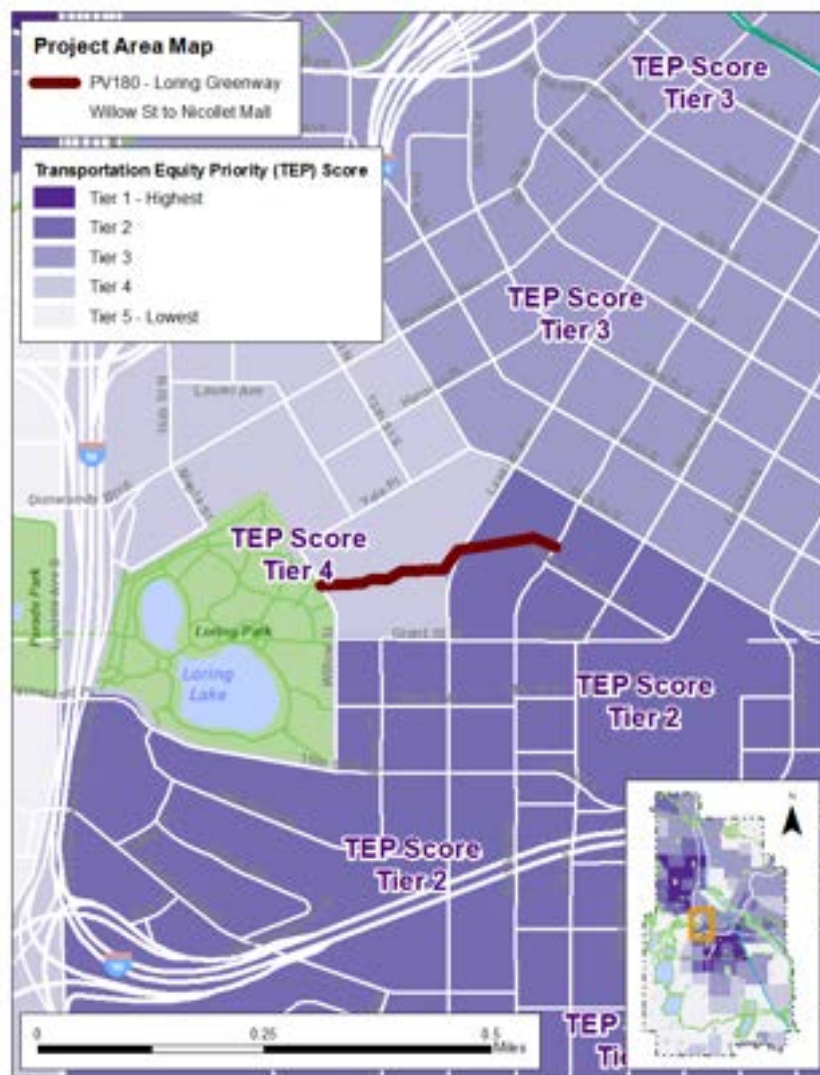
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Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV182 - Lake at Nicollet Reopening

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2025

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 43 of 62

Submitting Agency: Public Works

Contact Person: Kelsey Fogt

Contact Phone Number: (612) 673-3885

Contact Email: kelsey.fogt@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-at-nicollet/>

Prior year(s) funding amounts: \$200,000

Total project cost (all years): \$17,000,000

Project Location:

City Sector: Southwest

Neighborhood(s) Located: Whittier, Lyndale

Ward(s) Located: 8, 10

Description of Location: Nicollet Ave (Lake St to Cecil Newman Lane) and Cecil Newman Lane (1st Ave S to Nicollet Ave S)

Project Description

The proposed project will construct approximately 0.2 miles of Nicollet Avenue between Lake Street and Cecil Newman Lane, as well as reconstruct the Nicollet Avenue Bridge over the Midtown Greenway, Cecil Newman Lane from Nicollet Ave to 1st Ave, and relocate the existing Midtown Greenway ramp from Nicollet Ave to 1st Ave. Currently, the Nicollet Ave corridor contains no roadway as it was developed into the former Kmart. In coordination with CPED, Public Works is evaluating the redevelopment potential of the 10-acre site. The project is a reconstruction project involving the entire right-of-way, Nicollet Avenue Bridge over the Midtown Greenway, Cecil Newman Lane from 1st Ave to Nicollet Ave and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

In 1973, the City purchased two full city blocks (10 acres) between what is now the Midtown Greenway rail trench to Lake St and 1st Ave to Blaisdell Ave in the interest of revitalizing the area. The area, in their eyes, had too much vacancy and crime that the only solution was to clear the entire ten acres. The City sold the property three years later to a real estate owner who leased several properties across the country for Kmart stores. Before opening in 1978, Kmart secured a 75-year lease with the real estate owner. In selling the site, the City knowingly made the decision to close the street because one of Kmart's requirements for opening at the location included closing Nicollet Ave and constructing a large surface parking lot in front of a new building. It did not take long before the City realized the mistake. Twenty-two years after selling, in 1998, the City Council approved the formation of a Nicollet Lake Task Force to examine reopening Nicollet Ave at

Lake St and again redeveloping the intersection. The City of Minneapolis is now embarking on redeveloping that same 10-acre site and re-connecting Nicollet Ave at the western end of the East Lake St Cultural District.

This project also provides an opportunity to reimagine travel through this once bustling corridor. Improvements would provide new transportation infrastructure and public utilities between Cecil Newman Place and Lake Street. All adjacent streets serving the site have been identified in the City's Vision Zero Action Plan as a High Injury Street and improvements for this project will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

The city is using value capture district funds for this project as it directly impacts the Nicollet Avenue corridor and promotes multi-modal travel in alignment with city goals and policies. Value capture district funds are able to be used in a specific geographical area and as such cannot be redistributed to other Public Works projects.

Project Visuals and Map



Project Funding and Cost Breakdown

PV182		FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues								
301009 - Value Capture		\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0
321012 - Us Dept Of Transportation		\$0	\$0	\$0	\$0	\$0	\$0	\$0
321500 - State Govt Grants & Shared Rev		\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid		\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants		\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments		\$0	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100		\$0	\$0	\$0	\$0	\$0	\$0	\$0
384501 - Transfer Fr Other Cap Proj Fds		\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300		\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES		\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0
Expenses								
DANDPM - Design and Project Management		\$0	\$4,250,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs		\$0	\$11,050,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead		\$0	\$1,700,000	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
EXPENSES	\$0	\$17,000,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's streets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. There is currently no asset to be evaluated. Cecil Newman PCI is poor.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The proposed project will construct approximately 0.2 miles of Nicollet Avenue between Lake Street and Cecil Newman Lane, as well as reconstruct the Nicollet Avenue Bridge over the Midtown Greenway, Cecil Newman Lane between 1st Ave and Nicollet Ave, and relocate the existing Midtown Greenway ramp from Nicollet Ave to 1st Ave. Currently, the Nicollet Ave corridor contains no roadway as it was developed into the former Kmart. In coordination with CPED, Public Works is evaluating the redevelopment potential of the 10-acre site. The project is a reconstruction project involving the entire right-of-way and Nicollet Avenue Bridge over the Midtown Greenway and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include CPED, Hennepin County, Metro Transit, and community partners with a vested interest in the redevelopment of this intersection. Collaboration with partners will focus on connections to public transportation, access to safe walking and bike paths.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

This project also provides an opportunity to reimagine travel through this once bustling corridor. Improvements would provide new transportation infrastructure and public utilities between Cecil Newman Place and Lake Street. All adjacent streets serving the site have been identified in the City's Vision Zero Action Plan as a High Injury Street and improvements for this project will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths. Nicollet Avenue needs improvements to complement future plans for site redevelopment.

On a scale of 1-5, this project has a service level between 1 and 2.

Economic Development

Will the project contribute to growth in the City's tax base? Supports substantial tax base growth.

Describe the economic development impact of the project:

See below.

Does the project support redevelopment opportunity that without the project would be infeasible?

Without this project, redevelopment and access to the site would be significantly diminished. The improvements to Nicollet Avenue and the construction of a new bridge over the Midtown Greenway will support a transformative investment for the site resulting in new job opportunities and growth of the city's tax base.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Routes 18 & 21, both of which are high frequency local service routes. The planned B line BRT will serve Lake Street in front of the project site and is served by BRT stations that were completed in 2021 as a part of the Lake Street Reconstruction project. The project will improve and prioritize the transit speed and reliability by providing direct service through the site rather than routing on Blaisdell and 1st Avenues. Public Works and Hennepin County are exploring options to support future connections to transit service in the Midtown Greenway.

Improvements will prioritize re-establishing a high-quality pedestrian connection by breaking up the superblock and providing sidewalks, boulevards, street lighting, trees, and green stormwater infrastructure.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through a reimagined Nicollet Ave that would prioritize safety, comfort, accessibility, and equity. Public Works is looking at ways to improve connections to the Midtown Greenway to better support multimodal access at the nexus of the Orange Line BRT, B Line BRT, and a planned transitway along Nicollet Avenue.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities bicycle network
- Pedestrian Priority Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

No. The city currently owns the entire site and right-of-way will be allocated to support the redevelopment of the site as well as new transportation infrastructure and public utilities. Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Engagement is underway.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Whittier Neighborhood

- White: 53.7%
- Of Color: 42.3%
 - Black or African American alone: 18.9%
 - American Indian and Alaskan Native alone: 0.9%
 - Asian or Pacific Islander alone: 3.2%
 - Other alone: Suppressed
 - Two or more races alone: 6.9%
- Hispanic or Latino (of any race): 16.3%

Lyndale Neighborhood

- White: 51.4%
- Of Color: 37.4%
 - Black or African American alone: 18.6%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 2.3%
 - Other alone: Suppressed
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 21.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

In November of 2021 city staff presented a project work plan to City Council for the redevelopment of the Former Kmart and New Nicollet Project. This presentation included a public engagement framework for the project to describe in broad terms how the City will engage the public in influencing the outstanding questions about the new street and future development. A full copy of the staff report can be found [here](#).

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

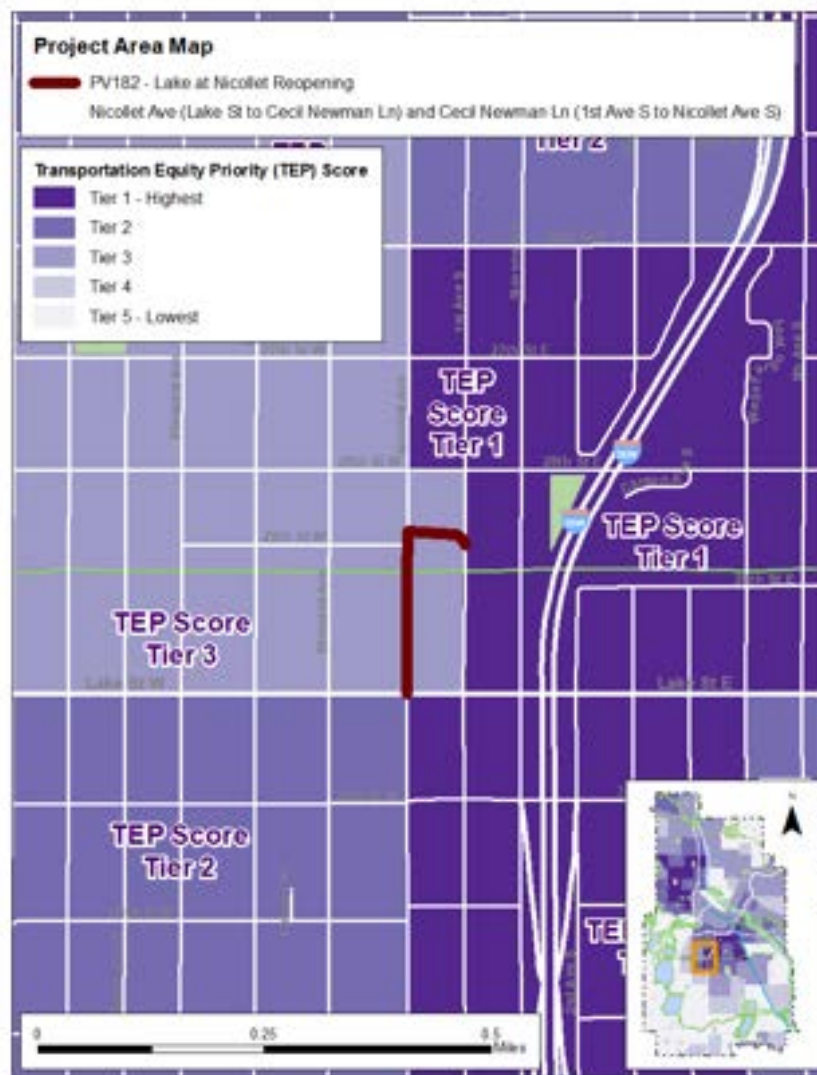
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV184 – 7th Street S

Project Details:

Project Start Date: 4/15/2029

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 62 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 283-2097

Contact Email: katie.white@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$0

Total project cost (all years): \$17,710,000

Project Location:

City Sector: Downtown

Neighborhood(s) Located: Downtown East

Ward(s) Located: 6

Description of Location: 7th St S (13th Ave S to Park Ave S)

Project Description

The reconstruction of 7th Street South between 13th Ave S and Park Avenue is planned for 2029. This is a critical street that serves an important role as a direct connection from I94 westbound to US Bank Stadium, Hennepin Healthcare (f/k/a HCMC), North Central College, and all other residential, employment, and entertainment destinations downtown.

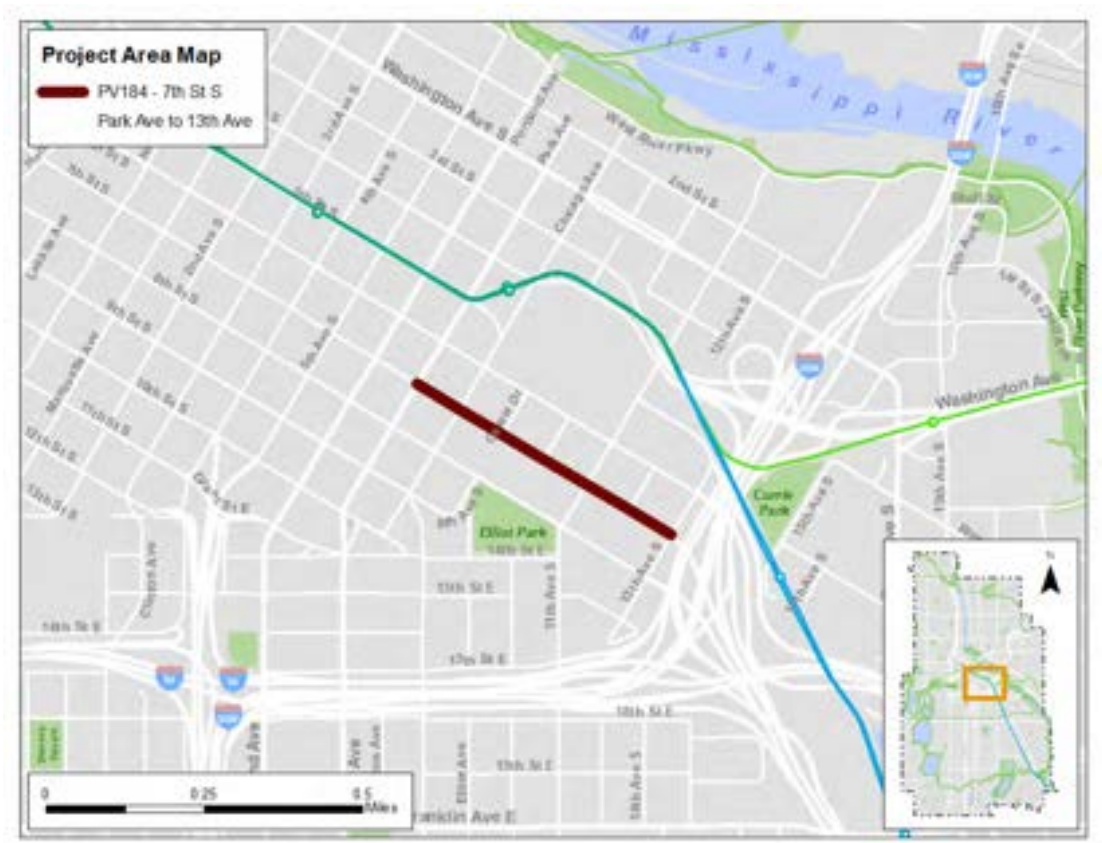
Existing conditions on the corridor include deteriorating roadway (PCI ranging from 28-34), three lanes of travel plus parking on one or both sides (depending on the block) and sidewalk on both sides of the street. Land use adjacent to the corridor is primarily institutional (hospital, college, religious) with some commercial. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, utility improvements, and the repurposing of lanes. This could include a lane that permits parking during the day but not during peak travel periods and another lane that is generally bus only with the potential to accommodate event traffic at US Bank Stadium. Green stormwater infrastructure is a requirement for roadway reconstruction projects of this type in the City of Minneapolis to assist in infiltration. The project will also include signal improvements, new signage, and new pavement markings, as needed.

This work ties in to the existing bus only lane that begins on 7th St S at Chicago Ave to serve the METRO C and D Lines, and extends the bus only lane further to the east to serve existing Route 94 and express routes from the east, for a total of 110 buses per day. Transit shelters and other transit accommodations will be included.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street South from Park to Chicago and 11th to 13th was built in 1953 and from Chicago to 14th was built in 1967. The pavement surface rating is “poor” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 110 people walking, 100 to 150 people biking, 15 bus routes with 110 trips per day, and 7,335 cars and trucks per day. This street was identified in the City’s Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV184	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$7,000,000	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$3,000,000	\$1,000,000
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$789,000	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$2,076,000	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$845,000	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$13,710,000	\$4,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$3,427,500	\$1,000,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$8,911,500	\$2,600,000
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$1,371,000	\$400,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$13,710,000	\$4,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? New

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street South from Park to Chicago and 11th to 13th was built in 1953 and from Chicago to 11th was built in 1967. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 110 people walking, 100 to 150 people biking, 15 bus routes with 110 trips per day, and 7,335 cars and trucks per day. This street was identified in the City's Vision Zero Action

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has applied for federal funds through the Metropolitan Council's Regional Solicitation process. A total of \$7,000,000 dollars has been requested for the year 2029.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The corridor is served by Metro Transit route 113, 114, 14, 353, 363, 465, 475, 784, 789, 9, 901, 923, 924, 94, and 945. The corridor feeds directly into the C and D Lines. 7th Street South is identified as an Existing High Frequency Transit Network corridor in the Transportation Action Plan and is on the Pedestrian Priority Network as well. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Downtown East

- White: 64.4%
- Of Color: 33.9%
 - Black or African American alone: 18.7%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 6.2%
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 2 and 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

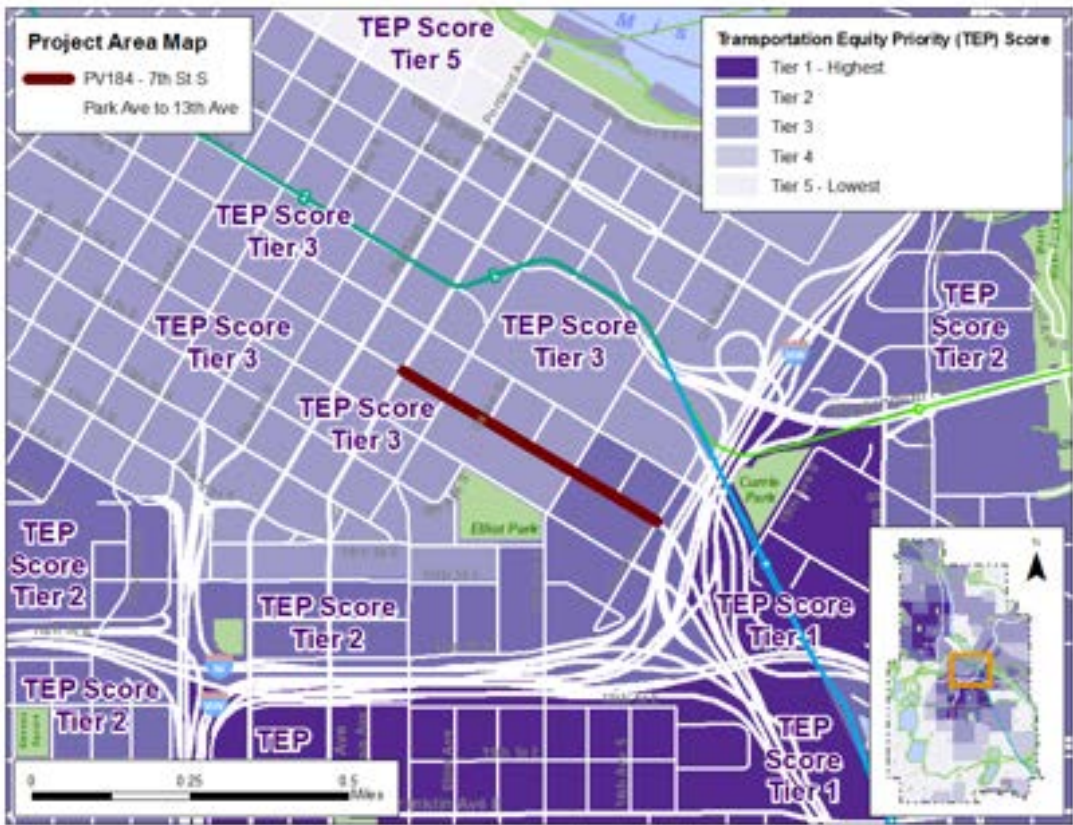
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable

PV99R - Reimbursable Paving Projects

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Important / Desirable

Department Priority: 31 of 62

Submitting Agency: Public Works

Contact Person: Larry Matsumoto

Contact Phone Number: (612) 919-1148

Contact Email:

larry.matsumoto@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$3,500,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

These funds are requested to allow Public Works Paving Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification

These funds allow projects to move forward in a timely and efficient manner, providing a service to local businesses, to other agencies, and to individuals.

Project Visuals and Map

This program does not have visuals or a map.

Project Funding and Cost Breakdown

PV99R

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
345501 - Other Services Provided	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000
REVENUES	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Expenses							
DANDPM - Design and Project Management	\$875,000	\$875,000	\$875,000	\$875,000	\$875,000	\$875,000	\$875,000
CONSTC - Construction Costs	\$2,275,000	\$2,275,000	\$2,275,000	\$2,275,000	\$2,275,000	\$2,275,000	\$2,275,000
GOVER - General Overhead	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000
EXPENSES	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000	\$3,500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. This program constructs projects as requested by other agencies, businesses, and individuals; those entities are responsible for the maintenance of their assets

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The current condition of the asset will vary based on project and are determined by the requesting agency, business or individual.

What is the expected useful life of the project/improvement?

The functional lifespan of projects completed in PV99R vary based on project and are designed to maximize useful life as desired by the requesting agency, business or individual.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This program is funded by outside parties working in the city right of way contract Public Works Transportation Maintenance and Repair to perform repairs. Costs of deferring the project would be the responsibility of the agency, business or individual who requested the work

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All costs are paid by outside parties and have no impact on operating budgets

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The PV99R program allows Public Works Paving Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual. Work being performed is based on the needs of the agency, business or individual that has contracted Public Works Transportation Maintenance and Repair.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level for PV99R is determined by the requesting agency, business or individual. The PV99R program allows Public Works Transportation Maintenance and Repair to perform "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This program is funded by outside parties working in the city right of way contract Public Works Transportation Maintenance and Repair to perform repairs. This is in accordance with Minneapolis Code 430.70.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners who hire Public Works Transportation Maintenance and Repair to complete pavement/or sidewalk work, include; other City of Minneapolis Divisions and Departments, CenterPoint Energy, Met Council, Developers and Private Contractors. These agencies, businesses or individuals will reimburse Public Works for the work completed.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

What is the estimated annual operating cost increase or (decrease) for this project?

\$0

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects are generally completed within the same year that they are started and are fully reimbursed by the agency, business, or individual who contracted Public Works Transportation Maintenance and Repair to complete the work.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Timing is dependent on the agency, business or individual who contracted Public Works Transportation Maintenance and Repair to complete the work

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an annual program whose funding is based on the amount of work that Public Works Transportation Maintenance and Repair is doing on behalf of others.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

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- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

PV074 - CSAH and MnDOT Cooperative Projects

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 34 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-projects/>

Prior year(s) funding amounts: \$17,000,000

Total project cost (all years): Not Applicable.

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

This program funds the City's cost participation on cooperative projects with Hennepin County Metro Transit, and MnDOT that fall within the city limits. These projects primarily consist of the reconstruction or rehabilitation of street segments, bridges, intersections, multimodal improvements, and/or streetscaping. Projects in this program are often supported with funding through a variety of state and federal grants as well.

Hennepin County projects typically involve reconstruction of the entire right-of-way and include new sidewalks, ADA pedestrian ramps, pavement, curb and gutter, and utility improvements, with considerations for signal improvements, new signage, pavement markings, and bikeways where applicable. The Metro Transit projects include partnering on the planned build-out of the local arterial Bus Rapid Transit system, which includes reconstruction of intersections for new signals, ADA facilities, lighting, safety improvements, and signal technology. Partnerships with Metro Transit also include installation of intersection upgrades and transit enhancements such as bus-only lanes or queue jumps, which increase bus speed and reliability. These projects may include improvements to traffic signals, signage, and/or striping. MnDOT projects vary, but typically involve reconstruction or multimodal improvements within City right-of-way adjacent to MnDOT right-of-way.

Purpose and Justification

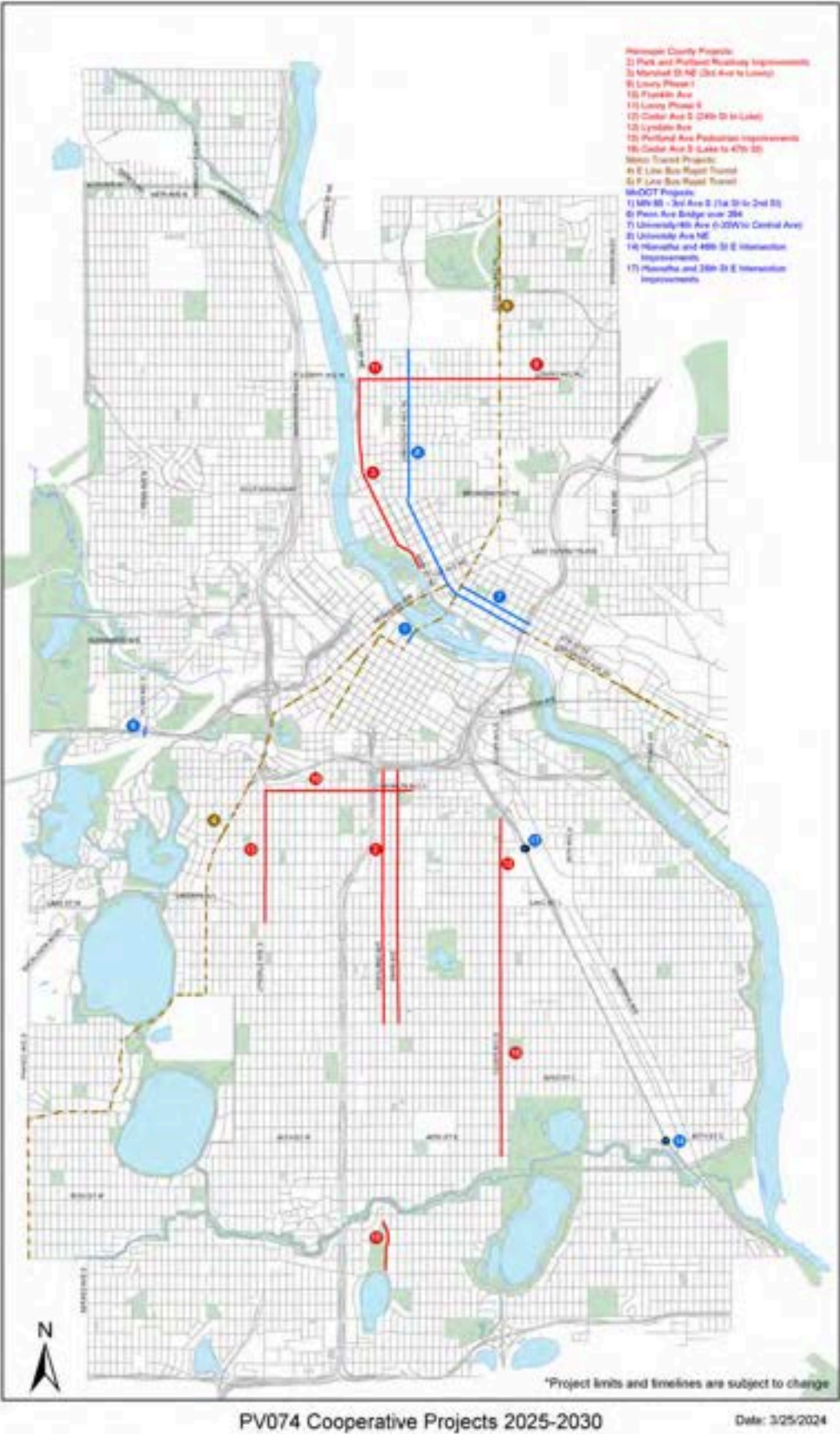
This program is intended for cost participation on cooperative projects with Hennepin County MnDOT, or Metro Transit to facilitate improvements within the city limits that provide benefit to the travelling public, adjacent property owners, and the City in general. Projects identified within this program requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. These

projects also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes.

The current cooperative projects program includes

- Lowry Ave Northeast reconstruction
- Franklin Avenue West reconstruction
- University and 4th St (I-35W to Central Ave) roadway improvements
- E Line Bus Rapid Transit
- F Line Bus Rapid Transit
- Lyndale Ave S Reconstruction
- Marshall Ave Northeast Reconstruction
- Cedar Ave Reconstruction
- Park and Portland roadway improvements
- University Ave NE Reconstruction
- Portland Ave Pedestrian Improvements
- Penn Ave Bridge over 394
- MN 65 - 3rd Ave S (1st St to 2nd St)
- Multiple transit enhancement projects on corridors identified by the Transportation Action Plan, to prioritize service speed and reliability

Project Visuals and Map



Project Funding and Cost Breakdown

PV074							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301009 - Value Capture	\$0	\$2,200,000	\$0	\$0	\$0	\$0	\$0
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$7,000,000	\$6,689,000	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322500 - Other Local Governments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$2,090,000	\$1,484,000	\$3,954,000	\$1,811,000	\$0	\$0
381001 - Transfer Fr City General 00100	\$1,000,000	\$0	\$7,609,000	\$8,960,000	\$1,949,000	\$0	\$0
384501 - Transfer Fr Other Cap Proj Fds	\$4,800,000	\$0	\$0	\$0	\$0	\$0	\$0
387101 - Trnsfr Fr Sanitary Sewer 07100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$11,200,000	\$7,635,000	\$1,150,000	\$5,826,000	\$12,477,000	\$4,822,000	\$1,000,000
395000 - Use Of Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395200 - Sanitary Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$17,000,000	\$11,925,000	\$10,243,000	\$25,740,000	\$22,926,000	\$4,822,000	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$4,250,000	\$2,981,250	\$2,560,750	\$6,435,000	\$5,731,500	\$1,205,500	\$250,000
CONSTC - Construction Costs	\$11,050,000	\$7,751,250	\$6,657,950	\$16,731,000	\$14,901,900	\$3,134,300	\$650,000
GOVER - General Overhead	\$1,700,000	\$1,192,500	\$1,024,300	\$2,574,000	\$2,292,600	\$482,200	\$100,000
EXPENSES	\$17,000,000	\$11,925,000	\$10,243,000	\$25,740,000	\$22,926,000	\$4,822,000	\$1,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Asset condition varies by project

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years Asphalt Resurfacing / Concrete Rehabilitation extend the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget, typically PV074 projects will be maintained by our project partners because it is within their Right of Way. See Partnerships section for non-City funding sources. Yes, without city funding the non-City funding will not be available.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This program is intended for cost participation on cooperative projects with Hennepin County, MnDOT, or Metro Transit to facilitate improvements within the city limits that provide benefit to the travelling public, adjacent property owners, and the City in general. Projects identified within this program requires improvements within the right-of-way to improve mobility and safety for all users and modes of travel. These projects also typically have high levels of pedestrian, bicycle, and transit demand, in addition to higher traffic volumes. Rankings will vary based on project.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Yes, grants are typically applied for by the partner agencies.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Our partner agencies have funded projects within their 5-year capital programs. In order for these projects to be completed, Minneapolis must contribute partnering funds. Funding which matches the timing of Hennepin County, MnDOT, and Metro Transit programs will allow these projects to include additional enhancements.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners vary based on specific project. This is a collaborative program with Hennepin County, MnDOT, and Metro Transit. Typically, these agencies are the lead on the proposed projects and the City is a project partner and stakeholder.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency and may include projects on existing or planned transitways, transit routes, or high-volume pedestrian corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects align with high demand multi-modal corridors.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Each project scope is identified by the lead agency and coordinated with the City. Specific details on the improvements are dependent on the scope identified by the lead agency, but in many instances these projects align with high demand multi-modal corridors.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Hennepin County, MnDOT, and Metro Transit have funded projects within their capital programs. This is an ongoing program that covers various cooperative roadway projects with Hennepin County, MnDOT and Metro Transit. In order for these projects to be completed, Minneapolis must contribute with funds to match the timing these projects. Typically, this program is composed of large multi-year projects where funding has been spread across multiple years to match the timing and delivery of the project.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

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Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

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African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

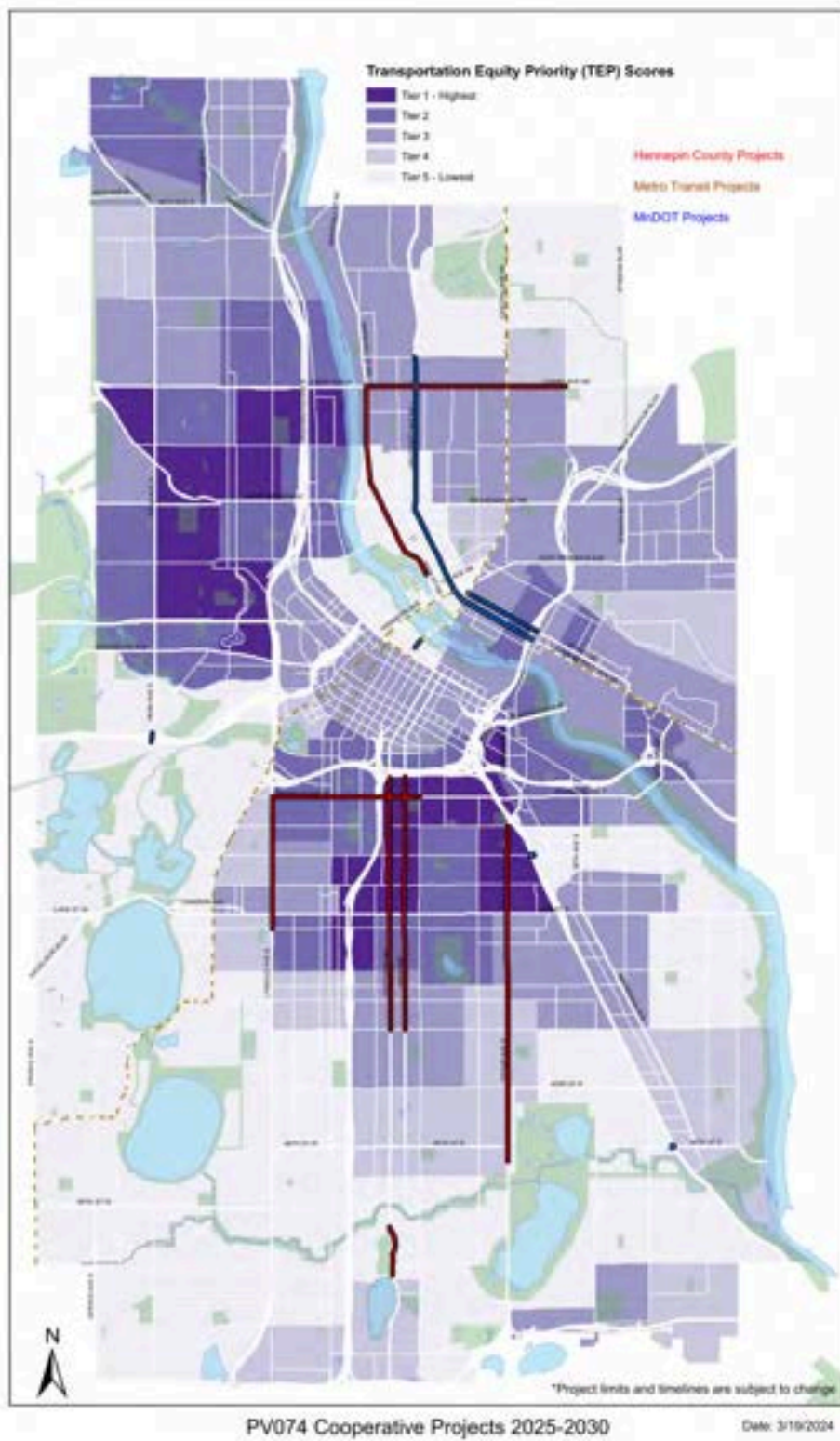
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV108 - Concrete Street Rehabilitation Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 36 of 62

Submitting Agency: Public Works

Contact Person: Oscar Weber

Contact Phone Number: (612) 673-3884

Contact Email: oscar.weber@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/streets/>

Prior year(s) funding amounts: \$0

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: The 2025 Program will complete streets in the Kenwood neighborhood.

Project Description

Minneapolis Public Works operates and maintains approximately 155 miles of concrete streets, of which approximately 82% were built as part of the residential paving program between 1961 and 1976. In order to maintain and improve the pavement condition of concrete streets, the City identifies rehabilitation activities for concrete streets, which may include: select full panel and/or select curb and gutter replacement, partial and full depth joint repairs, joint sealing, and diamond grinding of the pavement surface. This construction includes upgrading all non-compliant pedestrian ramps to meet current ADA design standards and replacement of some sections of curb, gutter, driveways, and pavement striping. Public Works also seeks to opportunistically coordinate non-motorized improvements with this program to capture construction efficiencies and improve the public right-of-way for all users.

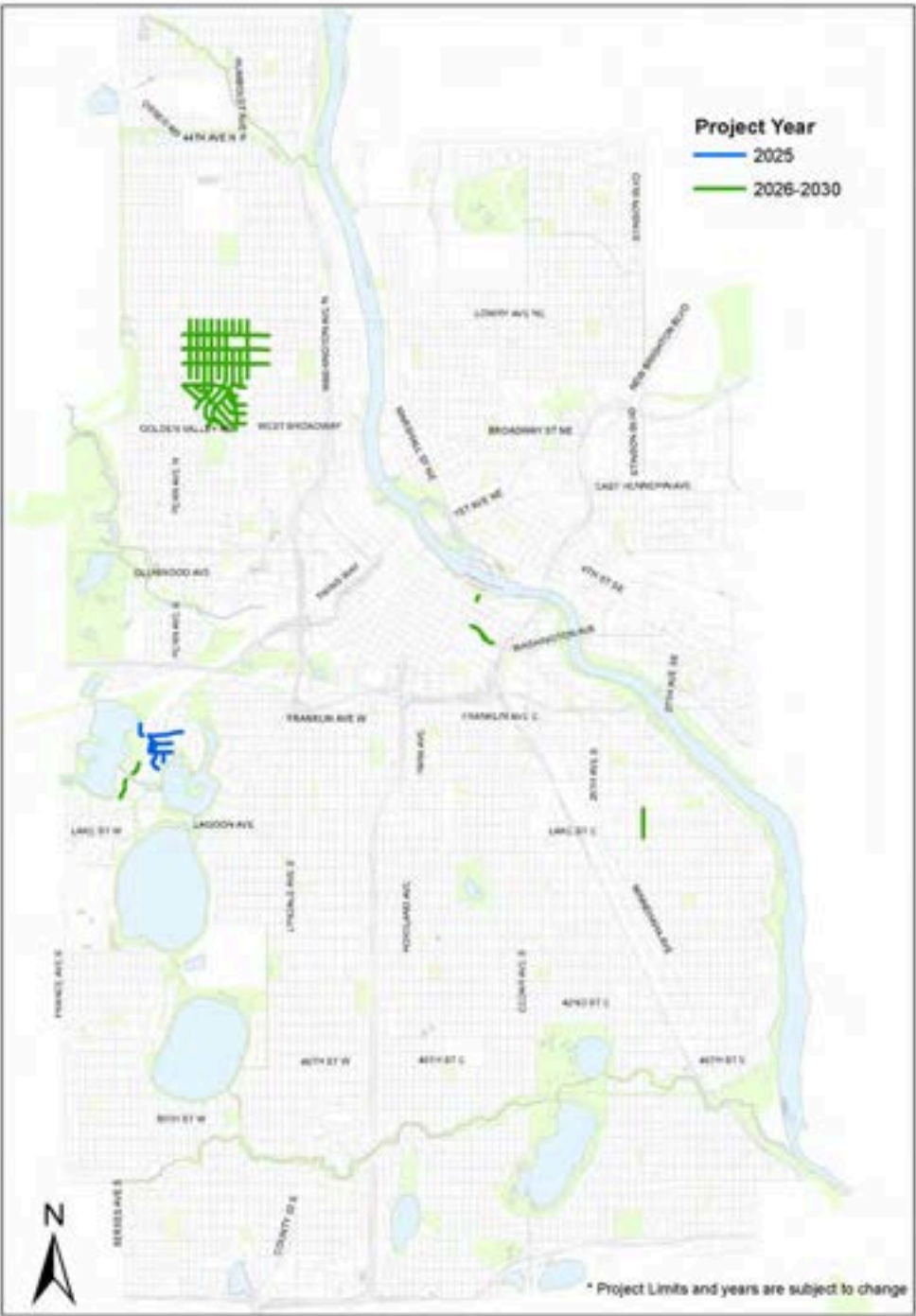
Purpose and Justification

The objective of this program is to perform rehabilitation activities along the concrete streets to further extend the life of the street in advance of a costlier reconstruction. This construction can extend the life of the existing street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter.

The supplemental funding request in this program builds on the foundation of the 20 Year Streets Funding Plan, which was enacted to close the long-term gap in investment necessary to maintain city streets. The 20 Year Streets Funding Plan was developed to guide investment made possible by the Neighborhood Park and Street Infrastructure Ordinance that was enacted by City Council in April 2016. The Plan outlines a data-driven process, with a focus on racial and economic equity, to maintain the pavement condition of city

streets while opportunistically achieving multiple City goals. New or recently updated ordinances, policies, and design standards have resulted in substantial cost increases for this program and Public Works is no longer able to deliver the same number of miles that were assumed when the 20 Year Streets Funding Plan was created. The supplemental funding requested represents the difference between the existing capital budget request, and the amount of funding required to complete the same number of miles that were assumed when completing the 20 Year Streets Funding Plan.

Project Visuals and Map



PV108 Program 2025-2030

Date: 3/20/2024

Project Funding and Cost Breakdown

PV108							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$0	\$300,000	\$100,000	\$0	\$0	\$200,000	\$200,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
382901 - Transfer Fr Other Spec Rev Fds	\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$1,500,000	\$500,000	\$0	\$0	\$1,800,000	\$1,800,000
REVENUES	\$0	\$1,800,000	\$600,000	\$0	\$0	\$2,000,000	\$2,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$450,000	\$150,000	\$0	\$0	\$500,000	\$500,000
CONSTC - Construction Costs	\$0	\$1,170,000	\$390,000	\$0	\$0	\$1,300,000	\$1,300,000
GOVER - General Overhead	\$0	\$180,000	\$60,000	\$0	\$0	\$200,000	\$200,000
EXPENSES	\$0	\$1,800,000	\$600,000	\$0	\$0	\$2,000,000	\$2,000,000

Supplemental Project Funding and Cost Breakdown

PV108 Supplemental Request

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
365000 - Special Assessments	\$0	\$0	\$300,000	\$750,000	\$750,000	\$550,000	\$550,000
391002 - Net Debt Bonds Issued	\$0	\$0	\$600,000	\$3,000,000	\$3,000,000	\$1,200,000	\$1,200,000
REVENUES	\$0	\$0	\$900,000	\$3,750,000	\$3,750,000	\$1,750,000	\$1,750,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$225,000	\$937,500	\$937,500	\$437,500	\$437,500
CONSTC - Construction Costs	\$0	\$0	\$585,000	\$2,437,500	\$2,437,500	\$1,137,500	\$1,137,500
GOVER - General Overhead	\$0	\$0	\$90,000	\$375,000	\$375,000	\$175,000	\$175,000
EXPENSES	\$0	\$0	\$900,000	\$3,750,000	\$3,750,000	\$1,750,000	\$1,750,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, segments included in this program are in fair or poor condition Fair concrete pavement is characterized by moderate edge cracking infrequent cracked panels, patches in good condition, and the ride quality is average. Poor concrete pavement is characterized by frequent cracked panels, prevalent edge cracking and discontinuities, spalling, concrete popouts, and ride quality is poor.

What is the expected useful life of the project/improvement?

Asphalt Resurfacing / Concrete Rehabilitation extends the life of the pavement by at least 10-15 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of this program is to perform rehabilitation activities along the concrete streets to further extend the life of the street in advance of a

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Not Applicable

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

costlier reconstruction. This construction can extend the life of the existing street by at least 10 years. Streets are evaluated for selection based on ride and condition of the roadway surface/section and the condition of the curb and gutter.

On a scale of 1-5, this program has a service level of 4.

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This program varies from year to year; the majority of concrete streets within Minneapolis are in residential areas and are not on existing or planned transitways. Projects completed in this program will identify any pedestrian ramps that are found to not be ADA compliant and they will be replaced with ramps meeting current ADA design standards.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program may work in areas identified on, or are a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Mixed Use Commercial Connector
- Mixed Use Community Connector
- Downtown Core
- Mixed Use Regional Connector
- Production and Processing
- Urban Neighborhood
- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The concrete rehabilitation program is utilizing rolling construction in that the physical work can be scaled to meet available appropriations. If appropriations are decreased, there is a risk that the work will become less attractive for prospective contractors.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

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1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

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1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

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The 2025 project is in, or borders, Census tracts with TEP scores in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
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- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

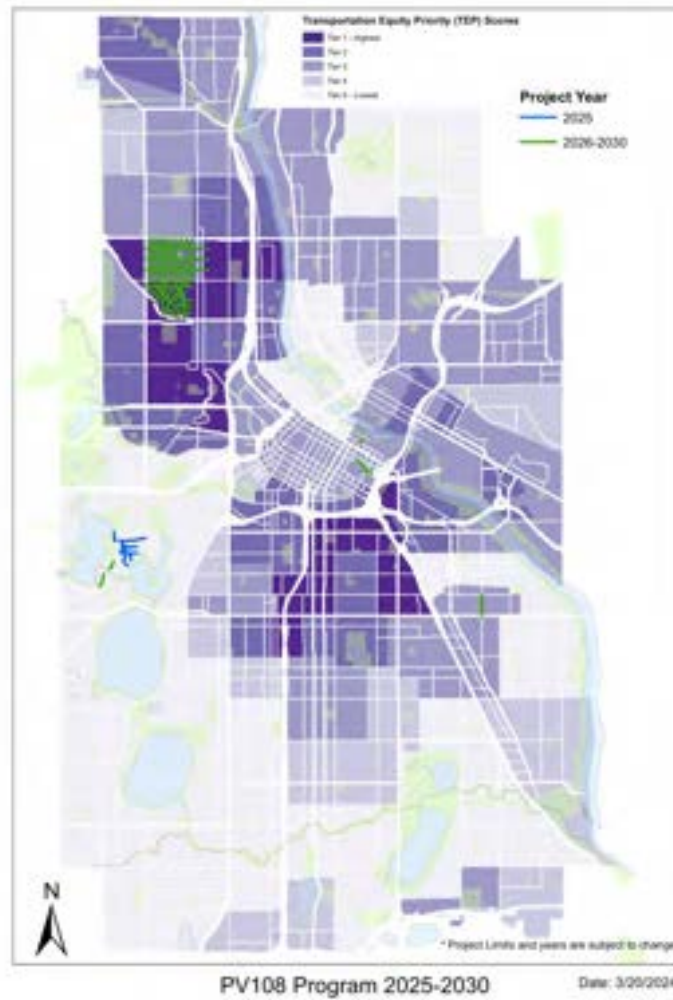
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV131 - Residential Neighborhood Reconstruction Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 37 of 62

Submitting Agency: Public Works

Contact Person: Oscar Weber

Contact Phone Number: (612) 673-3884

Contact Email: oscar.weber@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-reconstruction/>

Prior year(s) funding amounts: \$0

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

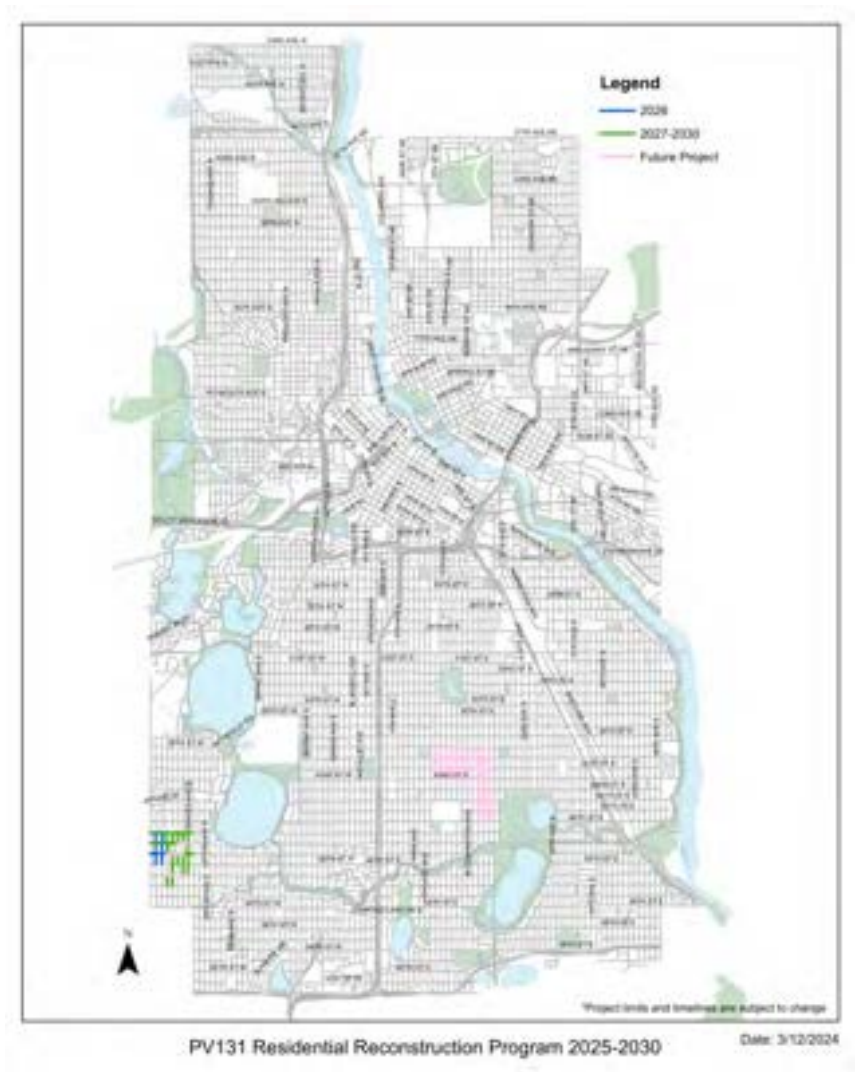
Project Description

The Residential Neighborhood Reconstruction Program will reconstruct residential street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA compliant pedestrian ramps, pavement, curb and gutter, green infrastructure, and utility improvements. Projects may also include new signage, pavement markings, sidewalk segments and bicycle facilities as needed.

Purpose and Justification

The objective of the Residential Neighborhood Reconstruction Program is to improve the right-of-way for all users and modes of travel. The program will reconstruct residential and local streets that were typically constructed 50 or more years ago that are in such poor condition that they are no longer cost effective candidates for resurfacing or rehabilitation. The City of Minneapolis has 697 miles of local and residential streets under its jurisdiction. The program provides an opportunity to incorporate ADA compliant curb ramps, implement or improve bicycle facilities, and improve boulevards with trees.

Project Visuals and Map



Project Funding and Cost Breakdown

PV131		FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues								
321000 - Federal Grantor Agencies		\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency		\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid		\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments		\$0	\$0	\$180,000	\$0	\$154,000	\$200,000	\$0
381001 - Transfer Fr City General 00100		\$0	\$0	\$1,620,000	\$0	\$2,146,000	\$0	\$0
382901 - Transfer Fr Other Spec Rev Fds		\$0	\$0	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300		\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued		\$0	\$0	\$0	\$0	\$0	\$6,100,000	\$4,500,000
REVENUES		\$0	\$0	\$1,800,000	\$0	\$2,300,000	\$6,300,000	\$4,500,000
Expenses								
DANDPM - Design and Project Management		\$0	\$0	\$450,000	\$0	\$575,000	\$1,575,000	\$1,125,000
CONSTC - Construction Costs		\$0	\$0	\$1,170,000	\$0	\$1,495,000	\$4,095,000	\$2,925,000
GOVER - General Overhead		\$0	\$0	\$180,000	\$0	\$230,000	\$630,000	\$450,000
EXPENSES		\$0	\$0	\$1,800,000	\$0	\$2,300,000	\$6,300,000	\$4,500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Typically, streets being considered for Residential Reconstruction are in fair or poor condition. Fair pavement is characterized by moderate cracking moderate wearing on the pavement surface, infrequent potholes, ride quality is average, while poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Reconstruction projects are aimed at improving streets that are at or beyond their useful life It is Public Work's goal to maintain a good state of repair through preventative maintenance activities Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Residential Neighborhood Reconstruction Program will reconstruct residential street segments in various locations across the City. Projects involve the entire right-of-way and will include new ADA compliant pedestrian ramps, pavement, curb and gutter, green infrastructure, and utility improvements. Projects may also include new signage, pavement markings, sidewalk segments and bicycle facilities as needed.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The objective of the Residential Neighborhood Reconstruction Program is to improve the right-of-way for all users and modes of travel. The program will reconstruct residential and local streets that were typically constructed 50 or more years ago that are in such poor condition that they are no longer cost-effective candidates for resurfacing or rehabilitation. The City of Minneapolis has nearly 700 miles of local and residential streets under its jurisdiction. The program provides an opportunity to incorporate ADA compliant curb ramps, implement

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding sources are planned for this program.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

or improve bicycle facilities, and improve
boulevards with trees.

On a scale of 1-5, this program has a service level of
4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

No

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No. None of the streets in this program are on transitways, transit routes, or high-volume pedestrian corridors. Because these local streets provide access to transit and pedestrian corridors, enhancing the existing sidewalks and providing ADA compliant curb ramps are an integral part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This program does not typically work in areas identified on, or part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types this program typically works on include:

- Urban Neighborhood

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement one to two years before the project year.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This is an ongoing pavement reconstruction program; funding allocations per year can be flexible and could result in more or less miles of pavement reconstruction as a result.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2026 project is in, or borders, Census tracts with TEP scores in tier 5.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

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Describe the engagement and what have you learned?

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How does the outcome for this project help the city achieve racial equity?

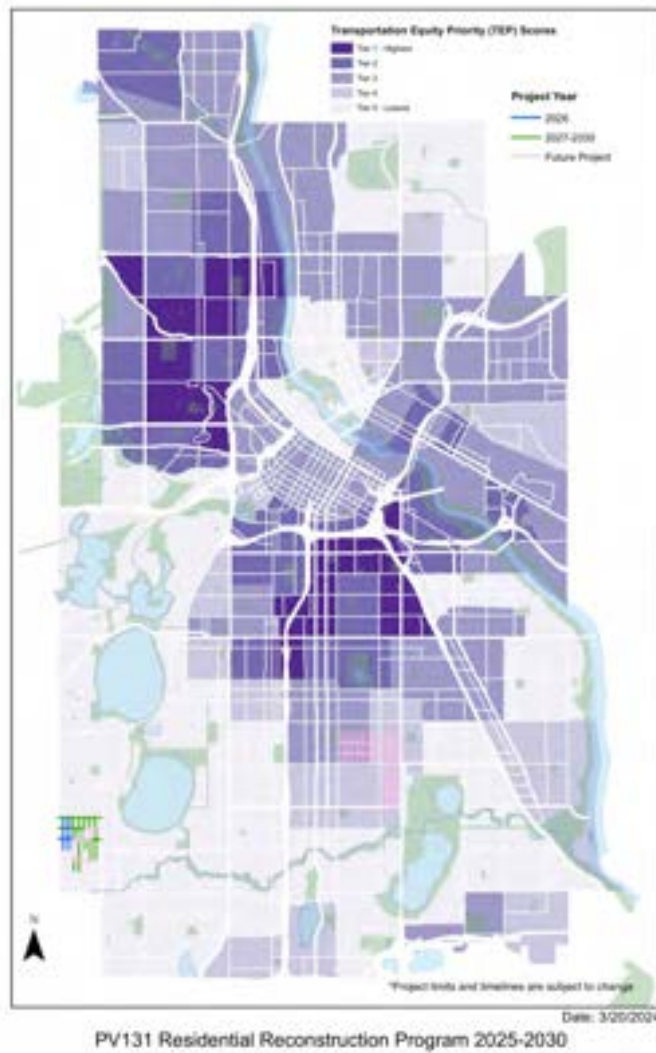
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- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV140 - 13th Ave NE

Project Details:

Project Start Date: 4/15/2029

Estimated Project Completion Date: 11/15/2029

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 52 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katherine.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-water-st/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$8,030,000

Project Location:

City Sector: East

Neighborhood(s) Located: Sheridan

Ward(s) Located: 3

Description of Location: 13th Avenue NE (Water St NE to 2nd St NE)

Project Description

The proposed project will reconstruct approximately 0.38 miles of 13th Avenue NE between Water Street NE and 2nd Street NE in the Sheridan neighborhood. The corridor is primarily served by commercial uses although there has been recent residential development. Currently, the existing corridor includes sidewalk on both sides of the street, two traffic lanes (one in each direction), and two parking lanes. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The street was constructed between 1968 and 1973. The pavement condition along the project extent is generally rated in poor to very poor based on 20 Year Street Funding plan rating condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 13th Avenue NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. The corridor serves approximately 400 people walking, 250 people biking, and between 1,900 and 2,700 people driving per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV140

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322002 - Other County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$429,000	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$2,879,000	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$4,722,000	\$0
REVENUES	\$0	\$0	\$0	\$0	\$0	\$8,030,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$2,007,500	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$5,219,500	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$803,000	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$8,030,000	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The street is currently rated in "poor" to "very poor" condition by the City's pavement management system with a Pavement Condition Index (PCI), as measured in 2022. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The street was constructed in between 1965 and 1973. The pavement condition along the project extent is generally rated in poor to very poor based on 20 year street funding plan rating condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2022. This segment of 13th Avenue NE has a pavement surface that is beyond its expected useful life. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, and implement a bicycle facility. The corridor serves approximately 400 people walking, 250 people biking, and between 1,900 and 2,700 people driving per day.

On a scale of 1-5, this project has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sheridan Neighborhood

- White: 71.6%
- Of Color: 23.3%
 - Black or African American alone: 14.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 4.3%
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV158 - Hennepin Ave

Project Details:

Project Start Date: 4/15/2024

Estimated Project Completion Date: 11/15/2025

Ongoing Program: N

Current Phase: Construction

Level of Need: Important

Department Priority: 39 of 62

Submitting Agency: Public Works

Contact Person: Amy Barnstorff

Contact Phone Number: (612) 673-2129

Contact Email: Amy.Barnstorff@Minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-s/>

Prior year(s) funding amounts: \$24,379,002

Total project cost (all years): \$42,609,002

Project Location:

City Sector: Southwest

Neighborhood(s) Located: Lowry Hill, East Isles, Lowry Hill East

Ward(s) Located: 7, 10

Description of Location: Hennepin Ave (W Lake St to Douglas Ave)

Project Description

The proposed project will reconstruct approximately 1.36 miles of Hennepin Avenue South between West Lake Street and Douglas Ave. Currently the corridor conditions vary depending on location South of Franklin Ave, the corridor includes sidewalk on both sides of the street, four traffic lanes, and two parking lanes. In August of 2019, a sealcoat was applied to the full roadway south of Franklin Ave to West Lake Street to allow for the implementation of painted curbside dynamic a.m./p.m. peak bus-only lanes. North of Franklin, the roadway configuration varies within the Hennepin-Lyndale area and sidewalk is typically present on the west side of the street. The abutting area along the project corridor is mixed-use with predominantly commercial and varying densities of residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Hennepin Avenue between West Lake Street and Douglas Avenue was constructed in 1957. The pavement condition along the project extent is generally rated in "poor" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Hennepin Avenue has a pavement surface that is beyond its expected useful life. The recent sealcoat project which occurred in 2019 improves the roadway surface in the short-term until reconstruction. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, green infrastructure, address sidewalk obstructions, and implement a bicycle facility. Modal accommodations were determined

through a rigorous process including preliminary planning detailed design, and community engagement. This corridor serves an estimated 770 to 3,400 people walking, 6,600 transit riders, 220 to 280 people biking, and between 15,000 and 31,500 people driving per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV158	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$7,550,000	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$9,725,760	\$8,774,000	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$1,000,000	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$1,938,338	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$7,831,000	\$0	\$0	\$0	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$1,609,000	\$1,625,000	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395000 - Use Of Fund Balance	\$2,555,904	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$24,379,002	\$18,230,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$6,094,751	\$4,557,500	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$15,846,351	\$11,849,500	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$2,437,900	\$1,823,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$24,379,002	\$18,230,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "poor." Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of \$7,550,000 of federal funding has been awarded to this project for construction in 2024. Non-City funding sources contingent on city funding for this project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Hennepin Avenue between West Lake Street and Douglas Avenue was constructed in 1957. The pavement condition along the project extent is generally rated in "poor" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This segment of Hennepin Avenue has a pavement surface that is beyond its expected useful life. The recent sealcoat project which occurred in 2019 improves the roadway surface in the short-term until reconstruction. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, green infrastructure, address sidewalk obstructions, and implement a bicycle facility. Modal accommodations were determined through a rigorous process including preliminary planning, detailed design, and community engagement. This

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

A total of \$7,550,000 of federal funding has been awarded to this project for construction in 2024.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This project has been awarded federal funding through the Metropolitan Council's Regional Solicitation Program. A total of \$7,550,000 of federal funding has been awarded to this project for construction in 2024.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

corridor serves an estimated 770 to 3,400 people walking, 6,600 transit riders, 220 to 280 people biking, and between 15,000 and 31,500 people driving per day.

On a scale of 1-5, this project has a service level of 3.

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 6, 12, 17, 23, and 114. Hennepin Ave is identified as a Transit Priority Project corridor in the Transportation Action Plan and it will accommodate the METRO E Line BRT route in the future. Planning discussions and coordination with Metro Transit staff to accommodate BRT as part of the reconstruction project is ongoing. The Hennepin Ave corridor is also on Pedestrian Priority Network (PPN) as well. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for pedestrians by providing improved sidewalks, crosswalks, and providing ADA compliant curb ramps. This project will also include improve facilities for people biking along Hennepin Ave which was determined through a rigorous process including preliminary planning, detailed design, and community engagement.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way of Hennepin Ave from Douglas Ave to W Lake Street varies between 96 feet (from Douglas Ave to Colfax Ave S) and 88 feet (Colfax Ave S to W Lake St). Grades and encroachments typically limit utilization of the entire legal right-of-way. The conditions along Hennepin Ave are inconsistent and vary depending on location as there are intermittent grass boulevards, landscaped boulevards and paved boulevards along the corridor with detached sidewalks as well as attached sidewalks located at the back of curb. There are tree plantings although placement is inconsistent depending on the location and existing conditions. The area along the project corridor is a mix of commercial and residential uses.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Generally, for street or alley paving or bridge projects, the Public Works operating budget is not adjusted annually based on capital improvements because when one street/alley or bridge is improved, the operating and maintenance funding is moved to elsewhere in the system. However, many projects in the Non-motorized and/or Traffic programs include the installation of *new* infrastructure and/or the use of temporary materials. These types of projects do have an impact on the annual Public Works operating budget which is adjusted annually to account for the new infrastructure and/or temporary material installations.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?

2024

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget; Public Works will reallocate those dollars to aging infrastructure elsewhere in the system. In general, the cost to maintain a street in poor condition is estimated at \$10,000 per mile per year for a commercial/MSA type of street. Given the length of this project at 1.36 miles, the estimated annual cost to maintain this roadway is \$13,600.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape.

For new infrastructure, describe the estimated timing and dollar amount of future capital

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Engagement was completed in 2022 and detailed engineering in 2023. This project begins construction in the spring of 2024.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

This project is anticipated to be a two year construction project due to the length and complexity. Spreading the construction over two or more years decreases the cost effectiveness of the project, but completing the project in one year is unrealistic based on the projected overall scope.

**investment required to realize the full expected
useful life of the project**

Refer to answers above

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices(BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lowry Hill Neighborhood

- White: 83.5%
- Of Color: Suppressed
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 9.6%

Lowry Hill East Neighborhood

- White: 64.8%
- Of Color: 33.0%
 - Black or African American alone: 15.7%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 7.2%
 - Other alone: Suppressed
 - Two or more races alone: 4.2%
- Hispanic or Latino (of any race): 5.9%

East Isles Neighborhood

- White: 87.8%
- Of Color: Suppressed
 - Black or African American alone: Suppressed
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.6%
- Hispanic or Latino (of any race): 4.1%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolis.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.

3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3, 4 and 5. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

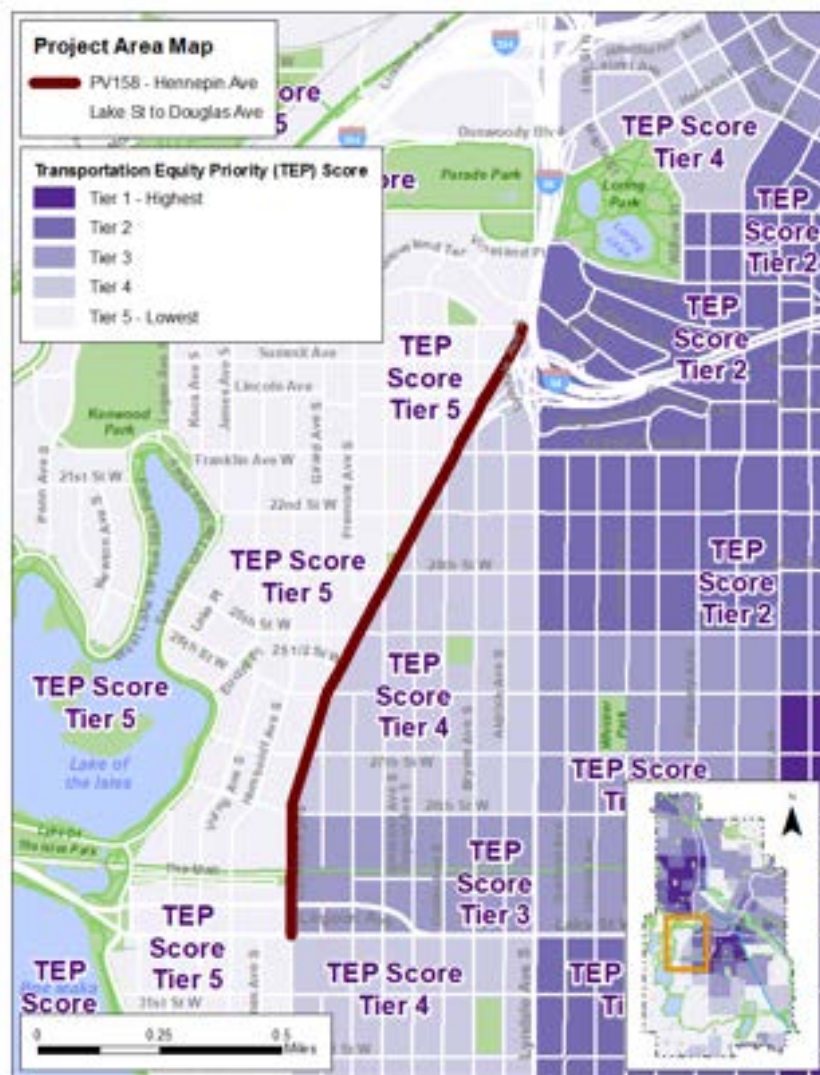
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

PV163 - 31st St E

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 55 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-st-blaisdell-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$26,770,000

Project Location:

City Sector: Southwest, South

Neighborhood(s) Located: Lyndale, Central, Powderhorn Park

Ward(s) Located: 8, 9

Description of Location: 31st St E (Blaisdell Ave to Bloomington Ave)

Project Description

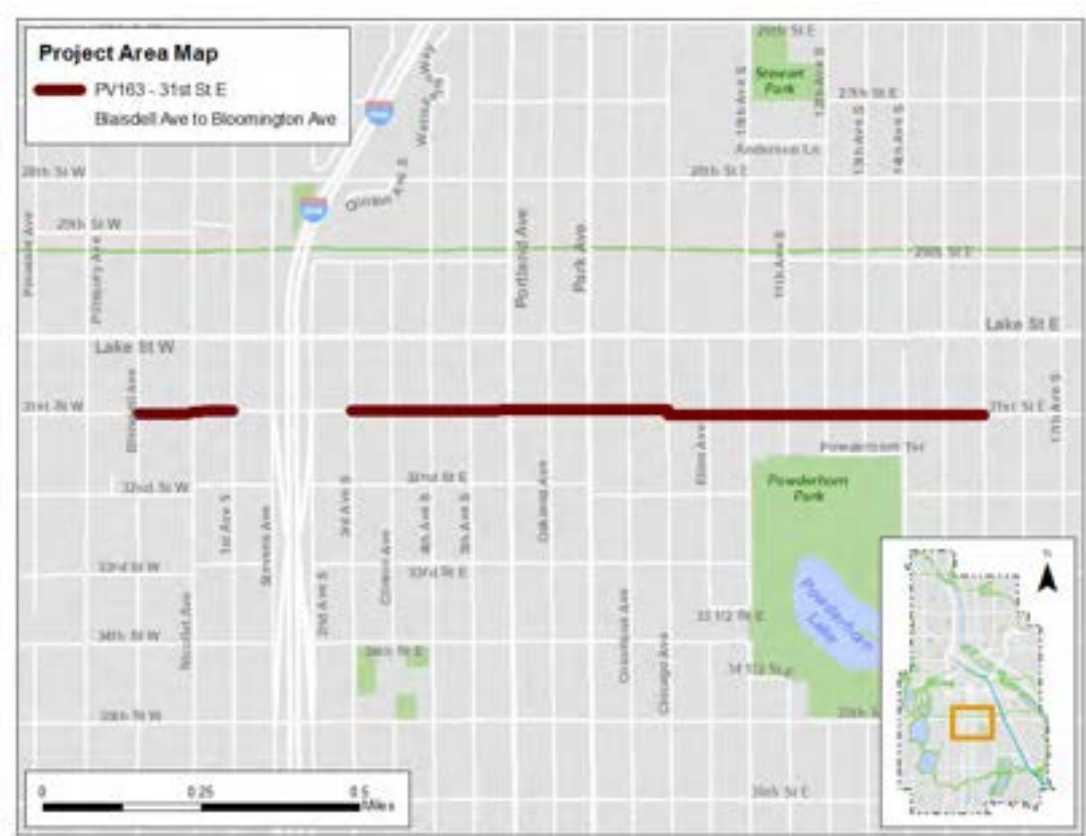
The proposed project will reconstruct approximately 1.3 miles of 31st Street East (MSA Route 366) between Blaisdell Avenue and Bloomington Avenue South. The existing corridor conditions vary depending on location. From Blaisdell Avenue to Stevens Avenue South, the roadway includes three travel lanes and striped shoulders. The roadway transitions to four travel lanes with two intermittent parking lanes during off-peak hours between Stevens Avenue South and Park Avenue, and again transitions to two travel lanes and two parking lanes between Park Avenue and Bloomington Avenue. Throughout the corridor there are back-of-curb sidewalks on both sides of the street. The area along the project corridor is primarily residential with abutting single-family homes, except for the western segment of the corridor between Blaisdell Avenue and I-35W where adjacent land-use is commercial and institutional. The project is a full reconstruction project involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1962 and 1977 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will quickly degrade the pavement condition until the roadway is reconstructed. Portions of the corridor received new PCI ratings in 2023 and in fair to poor condition. This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees,

address sidewalk obstructions, add bump outs, and implement bicycle facilities. This corridor serves an estimated 240 people walking, 190 people biking, and between 7,100 and 11,300 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV163	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$6,000,000
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$1,707,000
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$9,863,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$26,770,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$6,692,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$17,400,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$2,677,000
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$26,770,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will quickly degrade the pavement condition until the roadway is reconstructed Portions of the corridor received new PCI ratings in 2023 and in fair to poor condition Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, and average ride quality. While poor pavement is characterized by frequent cracking some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street It is Public Work's goal to maintain a good state of repair through preventative maintenance activities Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget No grants or non-city funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all users and modes of travel. The street was built in phases between 1962 and 1977 and is beyond its expected useful life. Various mill and overlay and sealcoat projects over the last ten years temporarily improved the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017, though the age and poor condition of the underlying roadway will quickly degrade the pavement condition until the roadway is reconstructed. Portions of the corridor received new PCI ratings in 2023 and in fair to poor condition.

This project provides an opportunity to incorporate ADA compliant curb ramps, add boulevards with trees, address sidewalk obstructions, add bump outs, and implement bicycle facilities. This corridor serves an estimated 240 people walking, 190 people biking, and between 7,100 and 11,300 people driving per day.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

On a scale of 1-5, this project has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

A portion of this corridor is served by Metro Transit Route 18 and 135, with intersecting service provided on 4th Avenue, Chicago Avenue, and Bloomington Avenue. 31st Street is on the Pedestrian Priority Network. Enhancing the existing sidewalks, crosswalks, adding bump outs, and providing ADA compliant curb ramps are a part of this project

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lyndale Neighborhood

- White: 51.4%
- Of Color: 37.4%
 - Black or African American alone: 18.6%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 2.3%
 - Other alone: Suppressed
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 21.4%

Central Neighborhood

- White: 36.9%
- Of Color: 54.4%
 - Black or African American alone: 26.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 29.4%

Powderhorn Park Neighborhood

- White: 56.4%
- Of Color: 38.0%
 - Black or African American alone: 9.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 3.9%
- Hispanic or Latino (of any race): 25.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 1 and 2. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.

- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

Transportation Equity Priority (TEP) Score Map

PV167 - Dowling Ave N

Project Details:

Project Start Date: 4/15/2030

Estimated Project Completion Date: 11/15/2030

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 57 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: (612) 673-3764

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-thomas-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$19,530,000

Project Location:

City Sector: North

Neighborhood(s) Located: Victory, Cleaveland, Folwell, Webber-Camden, McKinley

Ward(s) Located: 4

Description of Location: Dowling Ave N (Thomas Ave to Lyndale Ave)

Project Description

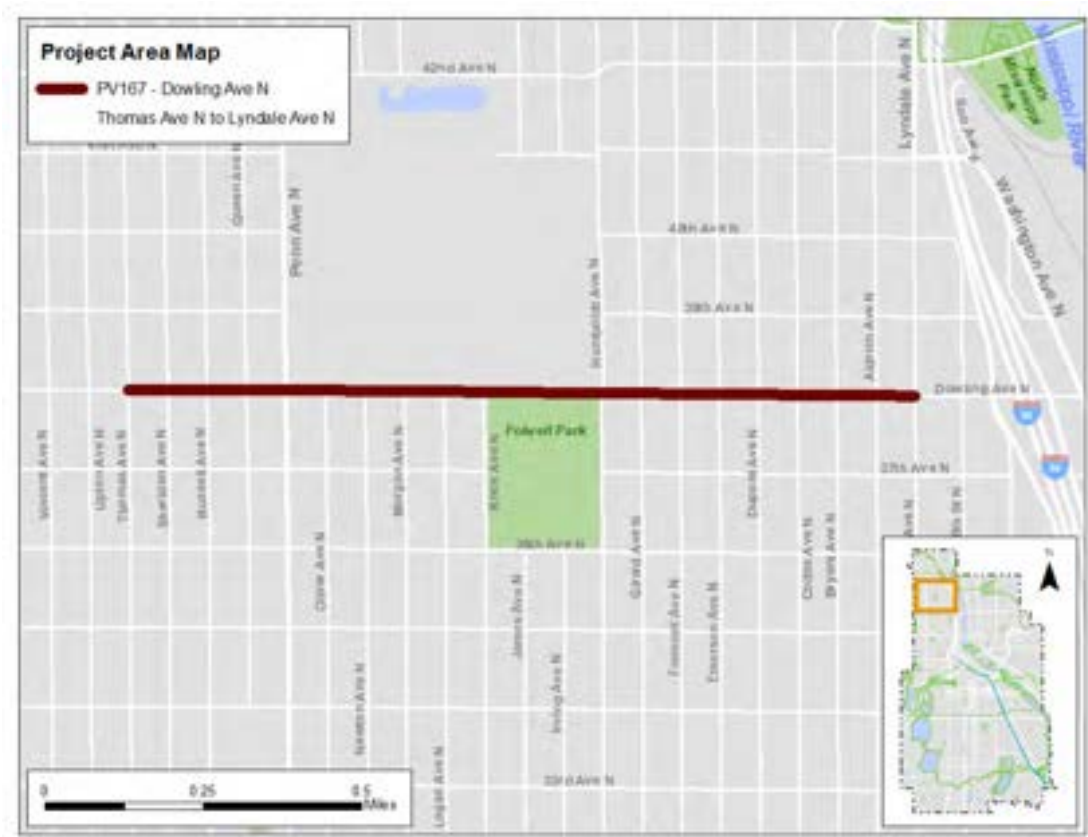
The proposed project will reconstruct approximately 1.25 miles of Dowling Ave N (MSA Route 169) between Thomas Ave N and Lyndale Ave N. Currently, the corridor includes two travel lanes, intermittent parking lanes, bike lanes, and sidewalks on both sides of the street. The area along the project corridor is residential and abutting properties are predominantly single-family homes. Religious institutions and small businesses are intermittently dispersed. The Sojourner Truth Academy has a campus located at the intersection of Dowling Ave N and N Emerson Ave. A funeral home and adjoining cemetery are a predominant use on the north side of Dowling Ave N between Penn Ave N and N Humboldt Ave. On the southern side of Dowling Ave N is Folwell Park, located between N Knox Ave and N Humboldt Ave. The project is a reconstruction project involving the entire right-of-way and will include new sidewalks, ADA compliant pedestrian ramps, bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40 people biking, and 7,414 – 10,288

people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV167	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$1,719,000
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$8,000,000
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$9,811,000
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$19,530,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$4,882,500
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$12,694,500
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$1,953,000
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$19,530,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" or "good." Good pavement is characterized by few, narrow cracks, slight wear on the surface and a smooth ride quality. While fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. No grants or non-City funding has been secured at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of Dowling Ave North between Thomas Avenue North and Lyndale Avenue North was constructed between 1960 and 1962. The pavement condition along the project extent is generally rated in fair condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This segment of Dowling Ave N has a pavement surface that is beyond its expected useful life. This project also provides an opportunity to, but not limited to, incorporate ADA compliant curb ramps, add boulevards with trees, implement a bicycle facility, address sidewalk obstructions, and create a direct connection towards Upper Harbor Terminal. This corridor serves an estimated 110 people walking, 40 people biking, and 7,414 – 10,288 people driving per day.

On a scale of 1-5, this project has a service level of 4.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Metro Transit, Hennepin County and the Minneapolis Park and Recreation Board. Collaboration with partners will focus on bus service and station design, construction of the county intersection at Penn Ave N, and access at Folwell Park.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2030

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Refer to answers above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Victory Neighborhood

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- Of Color: 34.7%
 - Black or African American alone: 16.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 6.9%
- Hispanic or Latino (of any race): 9.0%

Cleveland Neighborhood

- White: 28.7%
- Of Color: 70.3%
 - Black or African American alone: 45.5%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 10.0%
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 14.4%

Folwell Neighborhood

- White: 32.9%
- Of Color: 65.8%
 - Black or African American alone: 35.4%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 15.4%
 - Other alone: Suppressed
 - Two or more races alone: 7.5%
- Hispanic or Latino (of any race): Suppressed

Webber-Camden Neighborhood

- White: 31.4%
- Of Color: 65.1%
 - Black or African American alone: 36.0%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 7.9%
 - Other alone: Suppressed
 - Two or more races alone: 4.0%
- Hispanic or Latino (of any race): 18.6%

McKinley Neighborhood

- White: 25.9%
- Of Color: 69.8%
 - Black or African American alone: 39.2%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.

3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 2, 3, and 4. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV174 – 35th/36th Street E/W

Project Details:

Project Start Date: 4/15/2027

Estimated Project Completion Date: 11/15/2028

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 41 of 62

Submitting Agency: Public Works

Contact Person: Luke Hanson

Contact Phone Number: (612) 875-7237

Contact Email: luke.hanson@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/st-blaisdell-ave-chicago-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$34,200,000

Project Location:

City Sector: Southwest, South

Neighborhood(s) Located: Lyndale, Kingfield, Central

Ward(s) Located: 8,9

Description of Location: 35th/36th Street E/W (Blaisdell Ave to Chicago Ave)

Project Description

The proposed project will reconstruct approximately 1.6 miles of 35th Street E/W and 36th Street E/W between Blaisdell Avenue and Chicago Avenue. The area along the project corridor is primarily single-family housing with a mixture of apartment buildings and commercial uses at either end of the corridor. Existing conditions along the corridor include a sidewalk on both sides of the street, two eastbound travel lanes, and two parking lanes. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, consideration of bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segments of streets in this project were built between 1961 and 1965. A sealcoating was performed in 2012 to temporarily improve the pavement surface rating to “good” according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. In 2023, sections were rated in “poor” condition, reinforcing that the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA-compliant curb ramps, address sidewalk obstructions, add bumpouts, and evaluate implementation of bicycle facilities. This corridor serves an estimated 200 people walking, 90 people biking, and between 4,200 and 10,000 people driving per day. 35th Street E/W and 36th Street E/W were both identified in the

City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV174	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$7,000,000	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$16,000,000	\$4,000,000	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$1,257,000	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$1,286,000	\$3,000,000	\$0	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$1,657,000	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$27,200,000	\$7,000,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$6,800,000	\$1,750,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$17,680,000	\$4,550,000	\$0	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$2,720,000	\$700,000	\$0	\$0
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$0	\$0	\$0	\$27,200,000	\$7,000,000	\$0	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. A sealcoating was performed in 2012 to temporarily improve the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. In 2023 sections were rated in "poor" condition reinforcing that the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segments of streets in this project were built between 1961 and 1965. A sealcoating was performed in 2012 to temporarily improve the pavement surface rating to "good" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. In 2023 sections were rated in "poor" condition reinforcing that the age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add bumpouts, and evaluate implementation of bicycle facilities. This corridor serves an estimated 200 people walking, 90 people biking, and between 4,200 and 10,000 people driving per day. 35th Street E/W and 36th Street E/W were both identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

This project has been awarded federal funds through the Metropolitan Council's Regional Solicitation process. A total of \$7,000,000 has been awarded for the year 2027.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

See above.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT and Hennepin County specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Metro Transit's D Line and Route 5 run on 35th Street E and 36th Street E within project limits. There is intersecting transit service on Nicollet Avenue, 4th Avenue South, and Chicago Avenue. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Community Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2027

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Lyndale Neighborhood

- White: 51.4%
- Of Color: 37.4%
 - Black or African American alone: 18.6%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 2.3%
 - Other alone: Suppressed
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 21.4%

Kingfield Neighborhood

- White: 78.1%
- Of Color: 21.2%
 - Black or African American alone: 7.6%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 1.4%
 - Other alone: Suppressed
 - Two or more races alone: 5.8%
- Hispanic or Latino (of any race): 6.8%

Central Neighborhood

- White: 36.9%
- Of Color: 54.4%
 - Black or African American alone: 26.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: 5.1%
- Hispanic or Latino (of any race): 29.4%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tiers 3 and 4. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered

- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map

PV179 - 7th Street North

Project Details:

Project Start Date: 04/15/2028

Estimated Project Completion Date: 11/15/2029

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 42 of 62

Submitting Agency: Public Works

Contact Person: Kelsey Fogt

Contact Phone Number: (612) 790-7132

Contact Email: kelsey.fogt@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-st-10th-st-lyndale-ave/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$14,900,000

Project Location:

City Sector: North

Neighborhood(s) Located: Near North, Sumner-Glenwood, North Loop

Ward(s) Located: 5

Description of Location: 7th St N (10th St N to E Lyndale Ave N)

Project Description

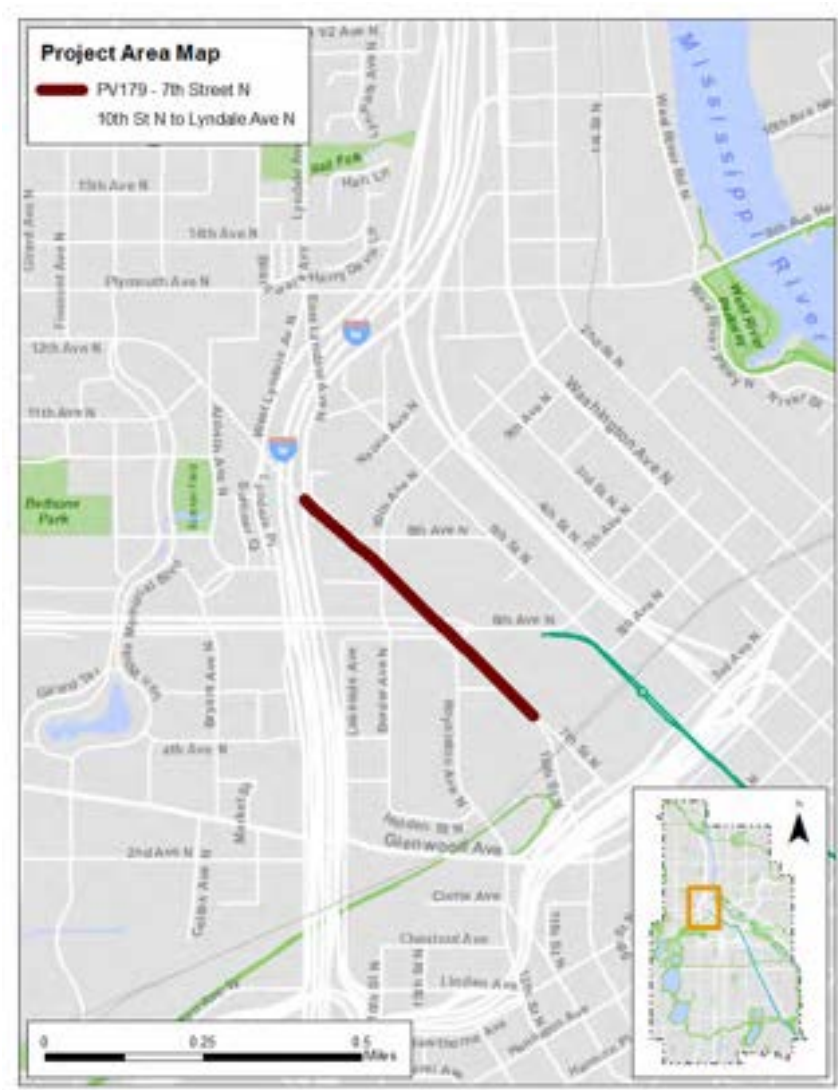
The proposed project will reconstruct approximately 0.35 - 0.55 miles of 7th St N between 10th St N and E Lyndale Ave N. The project is being coordinated with the METRO Blue Line Light Rail Extension project and will modify the extents based on the approved alignment for the LRT. Existing conditions along the corridor include sidewalk on both sides of the street, four travel lanes, bike lanes, and a raised median or center turn lanes for some segments. Land use adjacent to the corridor is a mix of commercial, public services, and residential uses. The project is a full reconstruction, involving the entire right-of-way and will include new sidewalks, ADA pedestrian ramps, improved bicycle accommodations, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, and new pavement markings, as needed. In addition, this work will ultimately support the development of the Metro Transit's D-Line arterial bus rapid transit project and its arterial bus rapid transit network.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street North was built in phases between 1969 and 1991. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 60 to 140 people walking, 110 to 160 people biking, and between 8,225 and 10,650 people driving per day. This

street was identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths

Project Visuals and Map



Project Funding and Cost Breakdown

PV179	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$7,000,000	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$1,500,000	\$3,800,000	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$600,000	\$2,000,000	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$9,100,000	\$5,800,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$2,275,000	\$1,450,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$5,915,000	\$3,770,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$910,000	\$580,000	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
EXPENSES	\$0	\$0	\$0	\$0	\$9,100,000	\$5,800,000	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified and then imported into a pavement management software for further evaluation. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and poor condition of the underlying pavement will continue to degrade the pavement condition until the roadway is reconstructed. Poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 7th Street North was built in phases between 1969 and 1991. The pavement surface rating is "poor" according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. The age and condition of the underlying roadway will continue to degrade the pavement condition until the roadway is reconstructed. This project provides an opportunity to incorporate ADA compliant curb ramps, address sidewalk obstructions, add new pedestrian-scaled lighting, add traffic calming features, and improve the existing bike facilities. Modal accommodations will be determined through a rigorous process including preliminary planning, detailed design, and community engagement. This corridor serves an estimated 60 to 140 people walking, 110 to 160 people biking, and between 8,225 and 10,650 people driving per day. This street was identified in the City's Vision Zero Action Plan as a High Injury

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This project has been awarded federal funds through the Metropolitan Council's Regional Solicitation process. A total of \$7,000,000 dollars has been awarded for the year 2027.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Metro Transit regarding bus service/accommodations, and MnDOT specific to the intersecting roadways and right-of-way under their jurisdiction.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

This corridor is served by Metro Transit Route 5, 9, 22, 755, and the METRO C and D Line BRT routes. 7th Street North is identified as an Existing High Frequency Transit Network corridor in the Transportation Action Plan. The 7th Street North corridor is also on Pedestrian Priority Network (PPN) as well. Enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps are a part of this project.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Downtown Core

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Near North Neighborhood

- White: 16.8%
- Of Color: 82.3%
 - Black or African American alone: 61.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 8.5%
 - Other alone: Suppressed
 - Two or more races alone: 4.9%
- Hispanic or Latino (of any race): 5.1%

Sumner-Glenwood Neighborhood

- White: 8.0%
- Of Color: 92.0%
 - Black or African American alone: 74.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): Suppressed

North Loop Neighborhood

- White: 68.1%
- Of Color: 26.1%
 - Black or African American alone: 9.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 8.1%
 - Other alone: Suppressed
 - Two or more races alone: 2.4%
- Hispanic or Latino (of any race): 10.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

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This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

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- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map

PV181 - 18th Ave S and Little Earth

Project Details:

Project Start Date: 4/15/2029

Estimated Project Completion Date: 11/15/2029

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 47 of 62

Submitting Agency: Public Works

Contact Person: Katie White

Contact Phone Number: 612-673-3746

Contact Email: katie.white@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-s-little-earth/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$7,240,000

Project Location:

City Sector: South

Neighborhood(s) Located: East Phillips

Ward(s) Located: 9

Description of Location: 18th Ave S (E 24th St to E 26th St), Ogema PI & EM Stately St

Project Description

The proposed project will reconfigure approximately 0.24 miles of 18th Ave S between E 24th and E 26th Streets and 0.36 miles of Ogema Place and E.M. Stately Street between Cedar Avenue. Currently, the 18th Ave S corridor segment includes sidewalks on both sides of the street, a one-way traffic lane and two parking lanes. The area along the project corridor includes a range of residential densities including the Little Earth Housing and Urban Development (HUD) subsidized housing complex on the northern portion of the segment, as well as institutions such as daycares, places of worship and Cedar Field Park. Ogema Place and E.M. Stately St include a mix of existing sidewalks and gaps, one-way and two-way traffic, and two parking lanes. The area along this segment of the project corridor includes a range of residential densities such as an urban farm and vacant lots.

This project will build upon community visioning and engagement that was started in 2021. This included a Transportation Study and the deployment of a demonstration project to interactively engage with residents and explore more permanent solutions to address ongoing concerns related to public safety traffic, livability and equity. This project will help improve traffic safety for people walking, rolling, biking, and driving and will explore green stormwater infrastructure. This area of East Phillips neighborhood is high priority for green infrastructure, especially trees and enhanced vegetation. It is designated as the Southside Green Zone, a place-based policy initiative aimed at improving health of low-income, Indigenous and communities of color, which are overburdened by environmental conditions such as traffic and other pollutants. The study will include a summary of recommendations that will inform future budget requests.

Purpose and Justification

In 2020, the East Phillips Neighborhood experienced a persistent increase in crime, speeding, and civil unrest following the death of George Floyd. Led by the Ward 9 Council office, Minneapolis Public Works and other City staff met with residents regularly throughout 2020 to collaborate on changes to the right-of-way that could improve public safety. The resulting actions from these meetings included a project pilot testing temporary street elements and operational changes to reduce vehicle speed and traffic volumes. Building on this past visioning and community engagement, Public Works is conducting a Transportation Study. A demonstration project was implemented in 2021 to develop a concept and engage with residents on more permanent solutions to address ongoing concerns related to public safety, traffic, livability and equity. This project will help improve traffic safety, as well as walking, biking and green infrastructure in an area which serves Little Earth, the only American Native preference community in an urban setting.

The segment of 18th Ave S between 24th and 26th St, E.M. Stately St between Cedar Ave S and Ogema Place was constructed in 1972 and Ogema Place between E.M. Stately St and dead end (N) in 1973. The pavement condition along the project extent is generally rated in “fair” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2017. This corridor serves an estimated 540 to 1,590 people walking and people biking, and 400 to 760 people driving per day.

Project Visuals and Map



Project Funding and Cost Breakdown

PV181	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$0	\$372,000	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$6,023,000	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$0	\$845,000	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$0	\$7,240,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$1,810,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$4,706,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$724,000	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$7,240,000	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's street, alley and trail assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" to "poor". Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

The segment of 18th Ave S between 24th and 26th St, E.M. Stately St between Cedar Ave S and Ogema Place was constructed in 1972 and Ogema Place between E.M. Stately St and dead end (N) in 1973. The pavement condition along the project extent is generally rated in "fair" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2017. This corridor serves an estimated 540 to 1,590 people walking and people biking, and 400 to 760 people driving per day. Persistent sidewalk gaps and substandard asset condition as described by the PCI database are considered in evaluating the service level

On a scale of 1-5, this project has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Public Works has been working closely with the Little Earth American Native preference community as well as the broader East Phillips neighborhood

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is not identified on, or part of any of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network
- Transit Priority Projects

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Yes, the project will improve facilities for both pedestrians and bicyclists through the addition of sidewalks where there are existing sidewalk gaps and potential shared use paths on Ogema Pl

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the actual right-of-way varies between 28.6 feet on Statly St, 33 feet on Ogema Pl, and 32.6 feet on 18th Ave S from 24th to 26th St. Grades and encroachments typically limit utilization of the entire legal right-of-way. The conditions along Ogema Pl are inconsistent and vary depending on location. There are currently sidewalk gaps on Ogema Pl

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Urban Neighborhood Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2029

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See answers above.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Minneapolis Public Works anticipates preliminary design and public involvement to begin approximately two years prior to the start of project construction.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

East Phillips Neighborhood

- White: 19.9%
- Of Color: 76.6%
 - Black or African American alone: 24.4%
 - American Indian and Alaskan Native alone: 11.8%
 - Asian or Pacific Islander alone: Suppressed
 - Other alone: Suppressed
 - Two or more races alone: Suppressed
- Hispanic or Latino (of any race): 39.4%

The project corridor is directly adjacent to Little Earth, the only American Native preference community in an urban setting home to nearly 600 residents, 210 of whom are under the age of 18 and 50, over the age of 55. Collectively, 38% of the people in the neighborhood are youth under 18 years old who rely on walking and biking. The two demographics most represented within 1/4th mile of the project location are American Indian (23%) and Latino (24%). 74% of residents rent compared to 53% citywide. 40% of households in the neighborhood have no vehicle.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 1. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

This project will build upon community visioning and engagement that was started in 2021 which included a Transportation Study and deployment of a demonstration project to interactively engage with residents on

more permanent solutions to address ongoing concerns related to public safety traffic, livability and equity. This project will help improve traffic safety for people walking, rolling, biking, and driving, as well as explore green stormwater infrastructure in an area which serves the Little Earth American Native preference community and the broader East Phillips neighborhood. The study will include a summary of recommendations that will inform future budget requests. For more information about the Transportation Study and Demonstration Project, please visit the city's webpage for this effort.

Analysis

How does the outcome for this project help the city achieve racial equity?

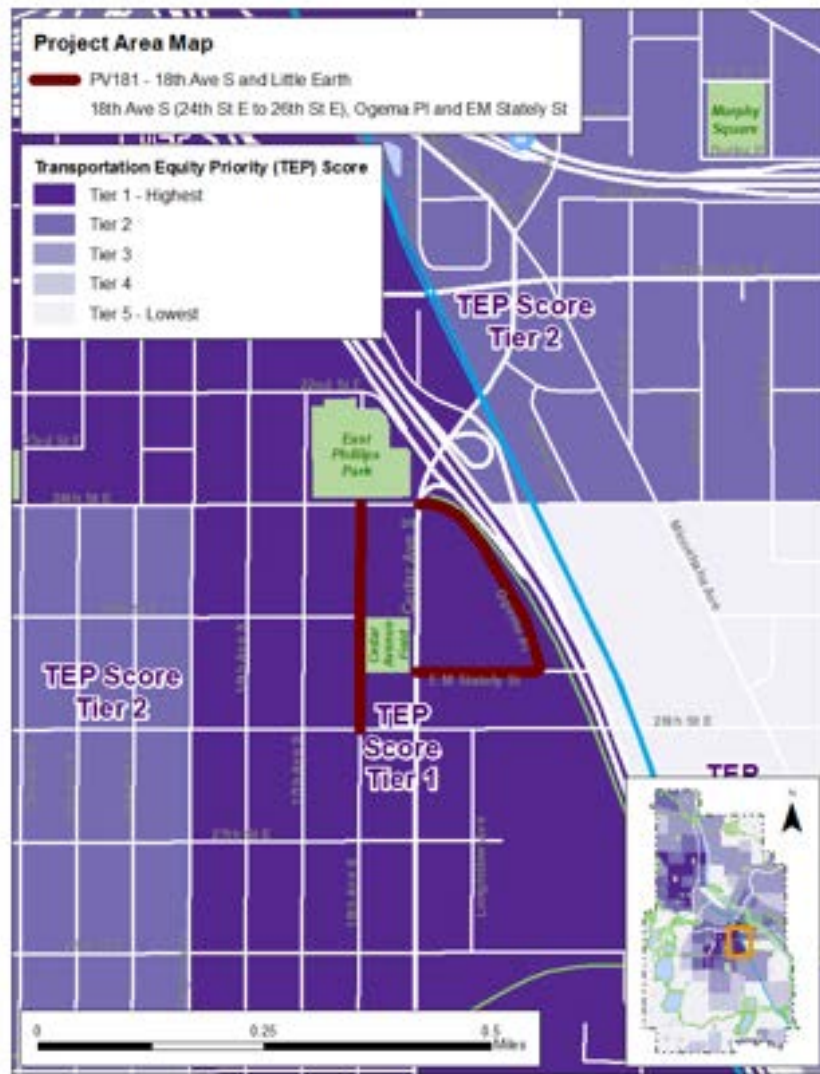
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

PV183 - 1st Ave N

Project Details:

Project Start Date: 4/15/2028

Estimated Project Completion Date: 11/15/2029

Ongoing Program: N

Current Phase: Planning

Level of Need: Important

Department Priority: 44 of 62

Submitting Agency: Public Works

Contact Person: Jasna Hadzic-Stanek

Contact Phone Number: (612) 673-3278

Contact Email: jasna.hadzic-stanek@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project/ave-washington-ave-8th-st/>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$28,020,000

Project Location:

City Sector: Downtown

Neighborhood(s) Located: North Loop, Downtown West

Ward(s) Located: 3, 7

Description of Location: 1st Ave N (Washington Avenue to 8th Street N)

Project Description

The proposed project will reconstruct approximately 0.5 miles of 1st Avenue N between Washington Avenue and 8th Street N. Currently, the corridor includes two travel lanes, standard bike lanes, and on-street parking on each side. The area along the project corridor primarily serves the Downtown entertainment industry including live music venues, restaurants, bars, retail, and the Target Center. The project will focus on improving the pedestrian realm by expanding the sidewalks and incorporating safer street crossings. This project involves the entire right-of-way and will include improved sidewalks, ADA compliant pedestrian ramps, pavement, curb and gutter, and utility improvements. The project will also include signal improvements, new signage, green stormwater infrastructure, and new pavement markings, as needed.

Purpose and Justification

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave N between Washington Ave and 8th St N was last constructed in 1994. The pavement condition along the project extent is generally rated in “fair” to “poor” condition according to the City’s Pavement Condition Index (PCI) rating scale, as measured in 2021. This project also provides an opportunity to improve pedestrian facilities, as well as installing ADA compliant ramps to encourage commerce, retail activity, and safe, comfortable, and accessible travel. This corridor intersects multiple local, express, and Bus Rapid Transit bus routes and is also adjacent to the Warehouse District/Hennepin LRT stop. On a typical day the corridor serves average of 2,919-19,501 people walking, 356-593 people biking, and 10,348-30,605 people driving per day. However, this street frequently serves visitors to sporting events at Target Field and Target Center, concerts, and evening crowds for people visiting restaurants and bars. This street was

identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

Project Visuals and Map



Project Funding and Cost Breakdown

PV183	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0
321500 - State Govt Grants & Shared Rev	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321513 - Other Minnesota Grantor Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$7,500,000	\$5,500,000	\$0
365000 - Special Assessments	\$0	\$0	\$0	\$0	\$1,715,000	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$1,731,000	\$6,900,000	\$0
387301 - Transfer Fr Storm Sewer 07300	\$0	\$0	\$0	\$0	\$1,674,000	\$0	\$0
391002 - Net Debt Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$1,000,000	\$0
REVENUES	\$0	\$0	\$0	\$0	\$14,620,000	\$13,400,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$3,655,000	\$3,350,000	\$0
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$9,503,000	\$8,710,000	\$0
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$1,462,000	\$1,340,000	\$0
EXPENSES	\$0	\$0	\$0	\$0	\$14,620,000	\$13,400,000	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a newly reconstructed street is roughly 60 years with properly timed maintenance and repair. Public Works manages the local street system based upon the expected pavement life span through a series of reoccurring pavement repair and maintenance activities such as asphalt resurfacing concrete rehabilitation, seal coat, pothole repair, and other maintenance treatments that extend the functional lifespan of the City's streets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Public Works uses the Pavement Condition Index (PCI) procedures as defined in ASTM D6433, in which a host of pavement distresses are identified, quantified, and then imported into a pavement management software for further evaluation. The pavement of this street is rated "fair" to "poor". Fair pavement is characterized by moderate cracking, moderate wearing on the pavement surface, infrequent potholes, ride quality is average. While, poor pavement is characterized by frequent cracking, some large cracks, occasional potholes, and patches in poor condition.

What is the expected useful life of the project/improvement?

The functional lifespan of a newly reconstructed street is roughly 60 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Resurfacing and rehabilitation projects/programs are aimed at extending the useful life of the street. It is Public Work's goal to maintain a good state of repair through preventative maintenance activities. Resurfacing and rehabilitation projects reduce the need for more costly asset management activities such as street reconstruction.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget. See Partnerships section. Yes.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the right-of-way for all people in all the ways they move around. The segment of 1st Ave N between Washington Ave and 8th St N was last constructed in 1994. The pavement condition along the project extent is generally rated in "fair" to "poor" condition according to the City's Pavement Condition Index (PCI) rating scale, as measured in 2021. This project also provides an opportunity to improve pedestrian facilities, as well as installing ADA compliant ramps to encourage commerce, retail activity, and safe, comfortable, and accessible travel. This corridor intersects multiple local, express, and Bus Rapid Transit bus routes and is also adjacent to the Warehouse District/Hennepin LRT stop. On a typical day the corridor serves average of 2,919-19,501 people walking, 356-593 people biking, and 10,348-30,605 people driving per day. However, this street frequently serves visitors to sporting events at Target Field and Target Center, concerts, and evening crowds for people visiting restaurants and bars. This street was

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Yes.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Public Works was awarded \$2,000,000 for pedestrian improvements through the Metropolitan Council's Regional Solicitation process as part of the larger reconstruction project.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable.

identified in the City's Vision Zero Action Plan as a High Injury Street and improvements will be prioritized to make progress towards eliminating traffic crashes that result in severe injuries and deaths.

On a scale of 1-5, this project has a service level of 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

There are various transit routes that intersect with the project corridor. These include frequent local bus routes 3, 5, 14, 22; all day express bus routes 94, and 852; and the METRO Green and Blue lines. 1st Ave N is located along the Pedestrian Priority Network in the Transportation Action Plan (TAP). The project will improve the transit experience by providing improved access to transit stops along and adjacent to the corridor and enhance the pedestrian realm by enhancing the existing sidewalks, crosswalks, and providing ADA compliant curb ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The TAP defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development of this project will be guided by how it is identified in the TAP. This project is identified on, or is a part of the City's:

- Pedestrian Priority Network
- All Ages and Abilities Network
- Truck Route Network

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Many street projects in Minneapolis face competing uses, by various modes and utility needs, with limited available space. Creative yet sound solutions have been developed to address these challenges. The Minneapolis Street Design Guide (SDG) defines design guidance for eight street types, trails, and alleys. This guidance, and the TAP networks mentioned above, will be consulted in the project development process. The street types identified for segments of this project include:

- Mixed Use Commercial Connector

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2028

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Regular crack sealing and other preventative maintenance treatments will be needed to keep the road surface in good shape, which will be paid through the existing maintenance budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

See above

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Engagement is underway.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Individual project construction costs are generally proposed in the year that a project is anticipated to be bid, which is required for a bid to be successfully awarded. For annual programs, if program funding is reduced in a given year, less work will occur in that program year.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

North Loop

- White: 68.1%
- Of Color: 26.1%
 - Black or African American alone: 9.9%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 8.1%
 - Other alone: Suppressed
 - Two or more races alone: 2.4%
- Hispanic or Latino (of any race): 10.7%

Downtown West

- White: 65.5%
- Of Color: 32.7%
 - Black or African American alone: 14.3%
 - American Indian and Alaskan Native alone: Suppressed
 - Asian or Pacific Islander alone: 11.2%
 - Other alone: Suppressed
 - Two or more races alone: 3.6%
- Hispanic or Latino (of any race): 3.7%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.

3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

This project is in, or borders, Census tracts with TEP scores in tier 3. A map showing the project area and TEP score areas can be found in this Capital Budget Request.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.

- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

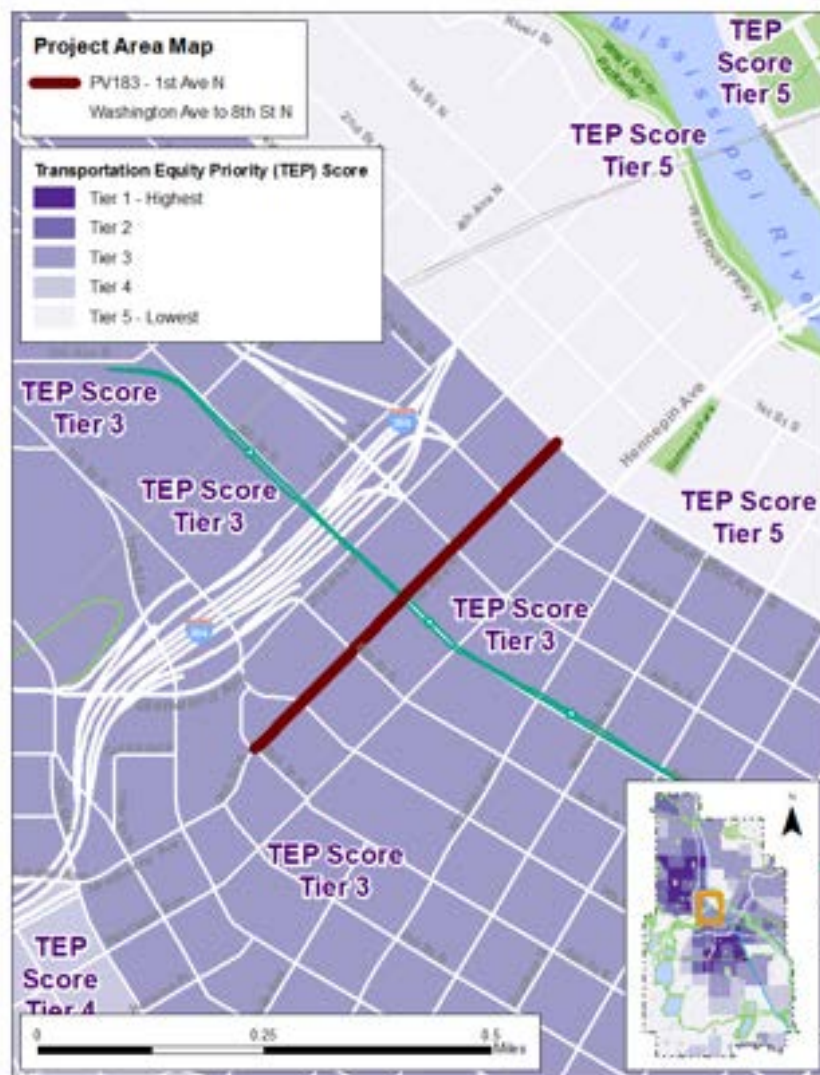
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

TR008 - Parkway Street Light Replacement

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 12 of 62

Submitting Agency: Public Works

Contact Person: Joe Laurin

Contact Phone Number: 612-673-5987

Contact Email: Joseph.laurin@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$350,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

This proposal consists of the replacement of deteriorated service cabinets, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair. The majority of these lighting units utilize mercury vapor luminaires, which are approaching the end of their serviceable life. These units will need to be retrofitted or replaced since State Statutes (Section 216C.19 subd. 1) prohibits doing anything other than minor repair or removal of lighting units utilizing mercury vapor luminaires. Beginning in 2015, all new poles installed will include LED lighting for energy savings and maintenance reduction.

Based on current anticipated funding levels, approximately 26 poles can be fully replaced each year. The recent inflation of 30% for materials decreased the amount of poles that can be replaced each year. There are approximately 620 poles remaining to be replaced. Funding may be enhanced, and the replacement schedule accelerated should additional funding materialize.

Purpose and Justification

These lighting facilities cannot be properly maintained at the present level of maintenance funding. Aged, deteriorated, and obsolete units and associated underground wiring are not able to be replaced at a fast enough rate to catch up on deferred maintenance. These structurally unsound poles and aged grounding wires can result in safety issues. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

Project Visuals and Map

PARKWAY STREET
LIGHT REPLACEMENT



Project information is subject to change.

TR008 Parkway Street Light Replacement

Project Funding and Cost Breakdown

TR008							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
301000 - General Property Taxes	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
391002 - Net Debt Bonds Issued	\$350,000	\$350,000	\$350,000	\$350,000	\$400,000	\$400,000	\$400,000
REVENUES	\$350,000	\$350,000	\$350,000	\$350,000	\$400,000	\$400,000	\$400,000
Expenses							
DANDPM - Design and Project Management	\$87,500	\$87,500	\$87,500	\$87,500	\$100,000	\$100,000	\$100,000
CONSTC - Construction Costs	\$227,500	\$227,500	\$227,500	\$227,500	\$260,000	\$260,000	\$260,000
GOVER - General Overhead	\$35,000	\$35,000	\$35,000	\$35,000	\$40,000	\$40,000	\$40,000
EXPENSES	\$350,000	\$350,000	\$350,000	\$350,000	\$400,000	\$400,000	\$400,000

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Existing parkway lighting using mercury vapor fixtures and direct bury wiring has reached the end of its useful life. The functional lifespan of a new street light system with properly timed maintenance is roughly 35 years.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The parkway lights being replaced are over 50 years old

What is the expected useful life of the project/improvement?

The functional lifespan of a new street light system is roughly 35 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Historically, many parkway lighting failures are due to direct bury wire faults. When direct bury wire fails, it then requires installation of temporary structures and overhead wiring until more permanent repairs can be completed. Deferring would likely lead to isolated scattered structural failures that could jeopardize public safety, as well as require off-hours response on an overtime basis. Estimated increased costs of \$15-20,000 per year.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Traffic projects have leveraged other funding sources for its projects in cooperation with the Park Board.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This proposal consists of the replacement of deteriorated services, poles, fixtures, and electrical wiring associated with the lighting systems in place along parkways throughout the City. Much of the system needs to be replaced or is in a state of disrepair.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

These lighting facilities cannot be properly maintained at the present level of maintenance funding. Aged, deteriorated, and obsolete units and associated underground wiring are not able to be replaced at a fast-enough rate to catch up on deferred maintenance. These structurally unsound poles and aged grounding wires can result in safety issues. This funding is essential to ensure the replacement of these obsolete poles and fixtures continues.

On a scale of 1-5, this program has a service level of 3.

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time.

The City has repeatedly applied for Minnesota Bonding Money. To date, the City has received funding for Victory Memorial Drive lights, which were installed in 2010. The City and the Park Board have been working to combine the net debt bond funds with other sources to expedite the replacement of the remaining obsolete poles. The Park Board committed almost \$1.5 million in capital and other funds for 2012 Parkway lighting replacement, but in recent years, the funding has fluctuated with some years receiving no additional Park Board funds. The Park Board funds are in addition to the City net debt bond contribution. Any funding cuts act to delay the completion of the overall system replacement.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes, in some cases. Lighting will help make those corridors safer by making pedestrians more visible at night.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No. Lights are replaced in approximately the same location with minimal impact to the existing roadway, sidewalk, or trail systems.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. LED lights that are installed generally result in maintenance and electricity cost savings. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs, if program funding is reduced in a given year, less work will occur in that program year. Investment now on the replacement of lighting will reduce the cost for maintenance for a system that is beyond its service life. Lighting replacement is scalable as it is a one for one pole replacement

Minneapolis City Goals

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Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
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Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This program performs work citywide around the Parkways.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel

2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 projects have not yet been selected but projects will be considered in or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

This project will allow for the existing parkway lighting to be upgraded. The electrical cost of much of the existing system is based on a flat rate per light. This project installs electrical meters and will more accurately reflect true usage. The quality of lighting will improve, and the lighting will be focused down, and along the parkway, instead of upward. LED lighting will be included on years 2015 and beyond. Lights replaced previously will require the fixtures upgraded over time.

TR010 - Traffic Management Systems

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 13 of 62

Submitting Agency: Public Works

Contact Person: Ryan Anderson

Contact Phone Number: 612-673-2343

Contact Email: ryan.anderson@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-mgmt/>

Prior year(s) funding amounts: \$250,000

Total project cost (all years):

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

The goal of this program is to increase mobility and safety for people who walk, bike, take transit, and drive throughout the City. This is accomplished by improving the infrastructure and devices in the field that City staff use to monitor and manage traffic operations at the City's Traffic Management Center (TMC). The main focus of projects is to upgrade and expand the existing communication links from traffic signals back to the TMC which will achieve higher bandwidth and increase reliability.

Purpose and Justification

Most of the existing communication links consist of interconnecting traffic signal cable that are over 30 years old, which have limited bandwidth. The TMC uses CCTV cameras to monitor traffic conditions, evaluate traffic signal operations, and validate maintenance requests for faster response time. Video detection systems can also be viewed and adjusted from the TMC. There is an increasing need to install more CCTV cameras and video detection systems making it essential that there are adequate communication links to support the video feed.

Traffic signals that communicate with the TMC are able to be remotely monitored and timing parameters can be adjusted as needed to improve operations and coordination with adjacent signals. Maintaining communication at all times with the traffic signals is important so that controller clocks maintain synchronization and staff can respond quickly to power outages and signal wrecks. Thus it is essential to build a reliable communication network to prevent single communication link failures from causing entire traffic signal groups to lose communication.

The City operates about 820 traffic signals that are interconnected to the City's TMC. This program's focus is to upgrade existing copper interconnect to fiber and install communication links to traffic signals not currently connected to the City's TMC.

As connected vehicles and other smart technology emerge, it is anticipated that more devices will need to be implemented in the field. Larger signal cabinets will be needed to operate all the new technology and more data will need to be sent via the communication network.

Project Visuals and Map



Project Funding and Cost Breakdown

TR010							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$2,500,000	\$2,400,000	\$0	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$250,000
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$0
391002 - Net Debt Bonds Issued	\$250,000	\$1,150,000	\$1,325,000	\$1,200,000	\$1,600,000	\$1,600,000	\$1,600,000
REVENUES	\$250,000	\$3,900,000	\$3,975,000	\$1,450,000	\$1,850,000	\$1,850,000	\$1,850,000
Expenses							
DANDPM - Design and Project Management	\$62,500	\$975,000	\$993,750	\$362,500	\$462,500	\$462,500	\$462,500
CONSTC - Construction Costs	\$162,500	\$2,535,000	\$2,583,750	\$942,500	\$1,202,500	\$1,202,500	\$1,202,500
GOVER - General Overhead	\$25,000	\$390,000	\$397,500	\$145,000	\$185,000	\$185,000	\$185,000
EXPENSES	\$250,000	\$3,900,000	\$3,975,000	\$1,450,000	\$1,850,000	\$1,850,000	\$1,850,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Bandwidth is limited on copper interconnect and upgrading to fiber is necessary for expanding camera use, transit signal priority and other ITS devices.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing copper interconnect and conduit being replaced is at the end of useful life. Conduit runs predating 1973 are assumed to contain asbestos.

What is the expected useful life of the project/improvement?

Fiber optic cable has a life span of 20-25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Leaving this project unfunded prevents the efficient use of some modern traffic signal systems due to limitations of aging interconnects.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The project consists of upgrading interconnect other ITS devices, and citywide signal retiming

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

On a scale of 1-5, this program has a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Yes, the City was awarded \$2,400,000 in the Metropolitan Council's Regional Solicitation process for ITS upgrades in 2026.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has been awarded a grant for ITS/TMC upgrades in 2026. The City received a grant for Citywide signal retiming with 2025 funding. Data collection, modeling and implementation for the city retiming will begin in 2024 and end in 2026.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Hennepin County. Collaboration with partners will focus on projects in locations and corridors with mutual benefit potential. These are typical for projects along the CSAH system and allow for sharing of costs for contractors and materials.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Traffic signal communication will need to be improved along future Bus Rapid Transit (BRT) projects such as the E-line and F-line to allow for better transit signal priority and vehicle detection. Having a strong fiber backbone will allow us the bandwidth to closely monitor bus operations with PTZ cameras.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The enhanced fiber backbone will allow for more reliable bike and pedestrian detection for safer street crossing.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?

Not Applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. The new communication links require about the same operations and maintenance costs as the existing network. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Ongoing projects in TR022 have caused us to use TR010 money to incorporate Traffic fiber into the projects for 2024.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase the amount of funding for each year, which would help cover unexpected costs. A reduction in funding could reduce or delay improvements to several areas of the City.

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Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

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1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
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1. Improve year-round transportation options for people who do not drive
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1. Support more people walking, biking, and taking transit to address climate change
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3. Improve transportation safety, including when taking public transit

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1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

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1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
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Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

TR010 program benefit is primarily focused on increasing communication bandwidth between traffic signals to allow better coordination, as well as additional signal control innovations such as video detection, transit signal priority, improved monitoring capability and more flexible timing. It also allows for replacement of broken conduits to allow for pulling of new cables.

TR011 - City Street Light Renovation

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 14 of 62

Submitting Agency: Public Works

Contact Person: Joe Laurin

Contact Phone Number: 612-673-5987

Contact Email: Joseph.Laurin@minneapolismn.gov

Website:

<https://www2.minneapolismn.gov/government/departments/public-works/traffic-parking-services/street-lighting-policy/>

Prior year(s) funding amounts: \$1,500,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

This capital project would continue a multi-year renovation program for the City's existing metal pole street lighting facilities. The City of Minneapolis has approximately 7,000 metal street lighting poles (30-40 ft. heights) distributed throughout the City generally located in commercial areas and along some arterial roadways. A significant percentage of the City's poles are approximately 40 to 60 years old, having been installed between 1954 and 1963. A significant number of these light poles and their anchorage are at or are reaching, the end of their serviceable life due to the corrosive effects of salt on the lower six feet of the steel pole. A similar number of low level (12-15' height poles) with decorative fixtures are installed in commercial, residential and entertainment districts throughout Minneapolis and have similar issues with deterioration and required replacement.

Purpose and Justification

It is imperative that a street light renovation program be maintained. The average cost for replacing a light pole and transformer base, including rebuilding its foundation anchorage is estimated at \$5,000. With an estimated 400 units needing to be replaced over the next ten years at the cost of \$2,000,000. This far exceeds the funding available in the annual operating and maintenance budget for street lighting. A material condition audit in 2021-2022 found close to 200 deficient poles requiring replacement. Additionally, each year around 300-400 street light poles are painted in-place to preserve the asset and extend its useful life, delaying the need for full replacement.

The funding proposed for 2025 is a continuation of the program that began in 2005. In 2005, \$1,000,000 was appropriated for this project and all the money was spent in that year. This is the start of a long-term

renovation program, one that will require a substantial ongoing. This ongoing replacement cost is assuming a 35-year pole lifespan. Priority will be given in the immediate and near future to addressing the unsafe and poor condition streetlight poles.

In addition to pole maintenance and replacement, a portion of the renovation budget is allocated for LED fixture replacement. LED fixtures promise great energy savings and longer fixture life. A part of the budget is planned to be used to procure and install LED fixtures, introducing a transition away from high pressure sodium (HPS) light fixtures. Funding increases are requested to expedite the conversion of existing HPS fixtures to LED fixtures. The conversion from HPS to LED should greatly reduce operation and maintenance costs, as LED fixture typically consume 60-70% less energy and last 400-500% longer.

Project Visuals and Map

CITY STREET LIGHT RENOVATION





Project information is subject to change.

TR011

City Street Light Renovation

Project Funding and Cost Breakdown

TR011							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
391101 - Notes Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
Expenses							
DANDPM - Design and Project Management	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000	\$375,000
CONSTC - Construction Costs	\$975,000	\$975,000	\$975,000	\$975,000	\$975,000	\$975,000	\$975,000
GOVER - General Overhead	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
EXPENSES	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The functional lifespan of a replaced street light pole asset is roughly 30 years with properly timed maintenance and repair.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The 2017 street light audit has identified 600 street light poles to be deficient and in need of repair. These identified assets have reached the end of their useful service life

What is the expected useful life of the project/improvement?

The functional lifespan of a new street light system is roughly 30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead to isolated scattered structural failures that could jeopardize public safety, as well as require off-hours response on an overtime basis. Estimated increased costs of \$25,000-35,000 per year.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Traffic projects have leveraged other funding sources for its projects. Traffic has a great record of using interagency cooperative agreements with Hennepin County, MnDOT and Metro Transit to obtain partial funding for both Traffic and streetlighting capital improvements, with 50% matches typical on signals and streetlighting on or abutting their right of way.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Minneapolis street light policy follows the dark sky requirements of no "up light."

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

It is imperative that a street light renovation program be maintained. The average cost for replacing a light pole and transformer base, including rebuilding its foundation anchorage is estimated at \$5,000. With an estimated 800 units needing to be replaced over the next ten years, the cost (\$4,000,000 in 2007 dollars) far exceeds the funding available in the annual operating and maintenance budget for street lighting. A material condition audit in 2016 found close to 100 poles deemed hazardous and requiring immediate replacement and hundreds of others rated in poor condition. Phase 2 of the audit was completed in 2017 and found an additional 600 deficient poles requiring replacement. Additionally, each year around 300-400 street light poles are painted in-place to preserve the asset and extend its useful life, delaying the need for full replacement.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time. A significant portion of that funding was specific for repair of the existing street lighting system and accelerated conversion of LED in identified cultural corridors. This one-time funding will help with some immediate and location specific needs, but continual renovation funding will be required for the street lighting system to be sustainable.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This program is also occasionally used to cover city costs for lighting on MnDOT cooperative projects such as Plymouth bridge and Hiawatha rehab.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

On a scale of 1-5, this program has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?
No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
No

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
No

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. An estimated 300 LED fixtures can be converted per year. The installation of LED fixtures results in emergency and maintenance cost savings per year. Pole painting should add about 10 years of life per pole. Pole replacements should save in emergency overtime costs. This does not factor in rate increases from Xcel. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Any prior year remaining bond authorizations are rolled into the next program year to be spent.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

For annual programs, if program funding is reduced in a given year, less work will occur in that program year. Pole replacement and LED installs are very flexible and can easily be increased for additional funds. The work can be done in the winter when underground work is limited.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

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- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
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- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Pedestrian, bicyclists, and motorists will benefit from this project. The cost premium for LED light fixtures compared to high pressure sodium light fixtures has virtually been eliminated, as the technology and warranties appear much more reliable. The light fixture conversion would have great long-term benefits for the City.

TR021 - Traffic Signals

Project Details:

Project Start Date: 1/2/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 15 of 62

Submitting Agency: Public Works

Contact Person: Ryan Anderson

Contact Phone Number: 612-673-3986

Contact Email: Ryan.Anderson@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$1,500,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

The primary objective of this project is to replace aging (30+ years) and obsolete traffic signal system equipment (e.g., signal poles, mast arms, foundations, traffic signal control cabinets, wiring, and underground conduit). The signal systems will be upgraded to include state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Another objective is to replace the red and green LED illuminated traffic signal indicators that have reached the end of their service life.

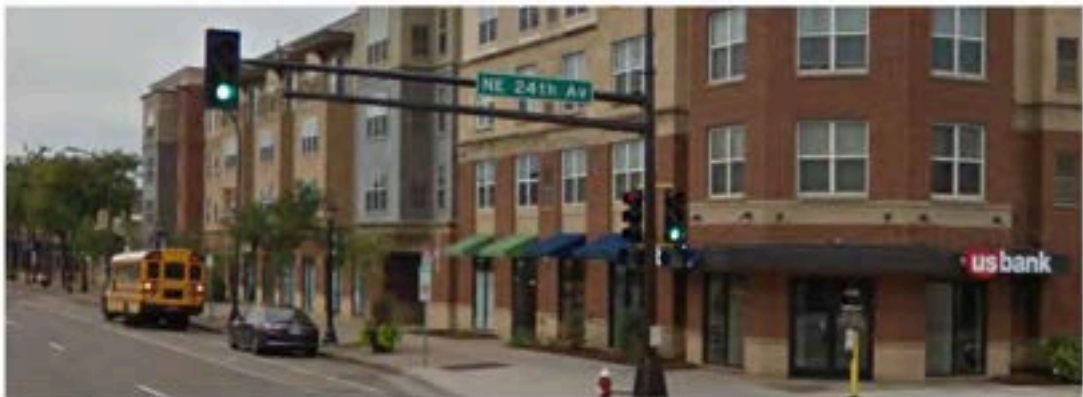
Purpose and Justification

This project is intended to improve the overall safety of the transportation system. Sufficient funds have not been available in the operations and maintenance general fund budget to permit an extensive replacement program. Over the past several years, city funding has been reduced for traffic signal maintenance, further reducing the efforts to replace traffic signal equipment. The City operates and maintains over 820 traffic signal systems, with some of the equipment (e.g., traffic signal poles, mast arms, controller cabinets and controllers, etc.) in use for more than 30 years. There are a number of locations where signal poles and mast arms have started to deteriorate, such that this equipment was replaced for safety reasons. The Mayor and Public Works have identified additional capital dollars to replace failed or failing traffic signal equipment and infrastructure.

Project Visuals and Map



TRAFFIC SIGNALS



Project information is subject to change.

TR021 Traffic Signals

Project Funding and Cost Breakdown

TR021							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
322500 - Other Local Governments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
381001 - Transfer Fr City General 00100	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$1,100,000	\$1,300,000	\$1,250,000	\$2,250,000	\$2,250,000	\$2,250,000	\$2,250,000
REVENUES	\$1,100,000	\$1,300,000	\$1,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
Expenses							
DANDPM - Design and Project Management	\$275,000	\$325,000	\$375,000	\$625,000	\$625,000	\$625,000	\$625,000
CONSTC - Construction Costs	\$715,000	\$845,000	\$975,000	\$1,625,000	\$1,625,000	\$1,625,000	\$1,625,000
GOVER - General Overhead	\$110,000	\$130,000	\$150,000	\$250,000	\$250,000	\$250,000	\$250,000
EXPENSES	\$1,100,000	\$1,300,000	\$1,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Existing signals are aging and are nearing end of life. In 2021, the city began a condition audit of uprights which was completed in 2022. About 45% of traffic signals are installed with APS and ADA compliant ped ramps.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The program will replace signals that are over 30 years old and lack ADA compliant ramps or APS.

What is the expected useful life of the project/improvement?

New signal infrastructure has an expected life span of 30-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead increased calls that require off-hours response on an overtime basis.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

Scope of work includes full signal replacement and building ADA compliant ped ramps with APS. New LED davit lights are installed, along with more corrosion resistant galvanized steel bases, poles, and mast arms.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

This project is intended to improve the overall safety of the transportation system. Sufficient funds have not been available in the operations and maintenance general fund budget to permit an extensive replacement program. Over the past several years, city funding has been reduced for traffic signal maintenance, further reducing the efforts to replace traffic signal equipment. The City operates and maintains over 820 traffic signal systems, with some of the equipment (e.g., traffic signal poles, mast arms, controller cabinets and controllers, etc.) in use for more than 30 years. There are a number of locations where signal poles and mast arms have started to deteriorate, such that this equipment was replaced for safety reasons. The

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has collaborated with Hennepin County to contribute funding to this program. Agreements will be written per project near the start of construction. The City has also begun a multiple year partnership with MnDOT to address traffic signals along State Trunk Highways and there are ongoing conversations with MnDOT to strategize more projects as part of this program. Collaborations have begun for Glenwood ADA, E Hennepin & Johnson, Green Central Safe Routes to School, and Hwy 121 & Lyndale.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Hennepin County and MnDOT. Collaboration with partners will focus on signal rebuilds and modifications on the CSAH and state TH systems with the City using project funds to leverage cost match requirements.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Mayor and Public Works have identified additional capital dollars to replace failed or failing traffic signal equipment and infrastructure.

On a scale of 1-5, this program has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Traffic signals upgrades are often by bus stops and locations of high pedestrian activity. New signal cabinet equipment will be compatible for bus transit signal priority. Pedestrian experience will improve by installing APS technology and new ADA compliant ped ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Traffic signals upgrades will include APS technology and ADA compliant ped ramps. New traffic signal equipment will be compatible with bus transit signal priority systems.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. The replacement of aging and obsolete traffic signal system equipment will reduce the amount of money spent on maintenance for the replacement of failing equipment, while also reducing personnel time spent maintaining the aging and obsolete traffic signal system equipment. This would free up more time that can be used on previously understaffed work activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any other changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase funding in each year. Additional funding will allow Public Works personnel to replace aging and obsolete traffic signal equipment more quickly and install more pedestrian countdown timers and APS pushbuttons each year. Project costs are going up 30-50% so we will need more funding to do the same amount of work.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 projects have not yet been selected but projects will be considered in or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- **Inform.** Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- **Consult.** Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- **Involve.** Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- **Collaborate.** Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- **Empower.** Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

TR022 - Traffic Safety Improvements

Project Details:

Project Start Date: 1/2/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 16 of 62

Submitting Agency: Public Works

Contact Person: Ryan Anderson

Contact Phone Number: 612-673-3986

Contact Email: Ryan.Anderson@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-safety/>

Prior year(s) funding amounts: \$7,400,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

The goal of this program is to increase safety for traffic, bicyclists, and pedestrians. The primary method of improving safety in this program is by upgrading deficient signal systems. Many traffic signals in the City lack overhead signal indications on mast arms. Deficient intersection locations are prioritized based on crash history. Before and after crash studies have shown up to an 80% reduction in right angle crashes and a 30% reduction in all crashes. The City has proposed several overhead signal conversion projects in 2025-2030. In addition to adding an overhead signal, these projects will upgrade the entire signal system to have state-of-the-art technology such as video detection systems, emergency vehicle preemption (EVP), countdown pedestrian signals, Accessible Pedestrian Systems (APS), and ADA compliant curb ramps. Intersections with bicycle and pedestrian crashes will be evaluated and signal operations can be modified to improve safety.

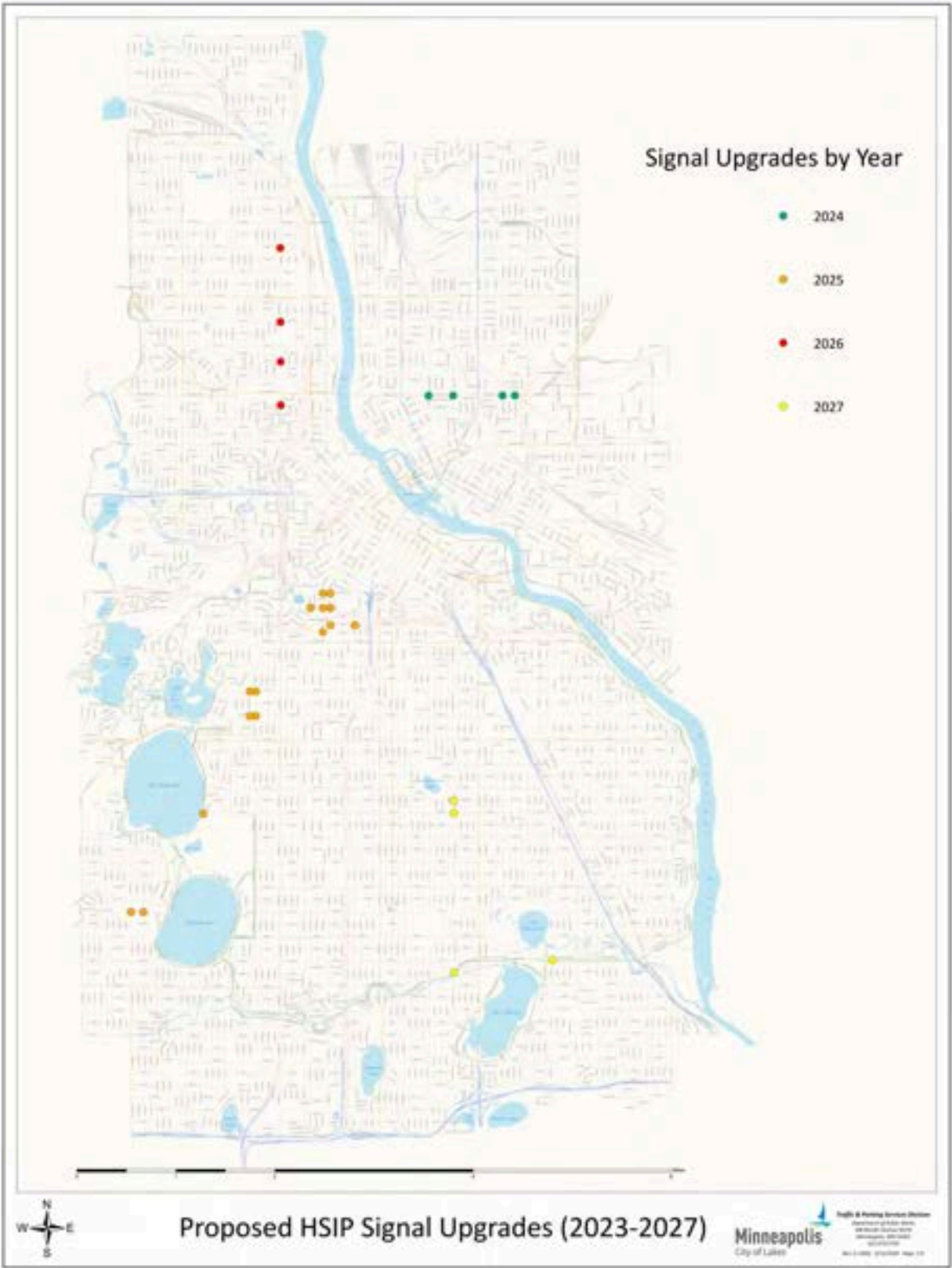
Additional safety projects may include:

- Installing durable pavement markings.
- Updating or replacing existing streetlights and bridge navigation lighting under various bridges/viaducts throughout the City.
- Modifying street signs to comply with State and Federal standards.
- Installing metro-sized street name signs for motorists on major commercial streets as they approach arterial streets.
- Improving the condition and quality of bicycling and walking environments that provide access to and from schools.

Purpose and Justification

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mast arms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re establish walking and bicycling to school as a safe and routine activity.

Project Visuals and Map



Project Funding and Cost Breakdown

TR022									
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
Revenues									

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
301009 - Value Capture	\$0	\$2,000,000	\$0	\$0	\$0	\$0	\$0
321000 - Federal Grantor Agencies	\$3,150,000	\$3,420,000	\$1,260,000	\$1,980,000	\$0	\$0	\$0
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321500 - State Govt Grants & Shared Rev	\$0	\$0	\$0	\$0	\$0	\$0	\$0
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$500,000	\$0	\$0	\$0	\$500,000	\$500,000	\$500,000
322500 - Other Local Governments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$3,750,000	\$6,500,000	\$2,525,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000
REVENUES	\$7,400,000	\$11,920,000	\$3,785,000	\$4,480,000	\$3,000,000	\$3,000,000	\$3,000,000
Expenses							
DANDPM - Design and Project Management	\$1,850,000	\$2,980,000	\$946,250	\$1,120,000	\$750,000	\$750,000	\$750,000
CONSTC - Construction Costs	\$4,810,000	\$7,748,000	\$2,460,250	\$2,912,000	\$1,950,000	\$1,950,000	\$1,950,000
GOVER - General Overhead	\$740,000	\$1,192,000	\$378,500	\$448,000	\$300,000	\$300,000	\$300,000
EXPENSES	\$7,400,000	\$11,920,000	\$3,785,000	\$4,480,000	\$3,000,000	\$3,000,000	\$3,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Existing signals are obsolete and lack overhead mast arms, countdown timers, APS, and ADA compliant ped ramps.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

In 2021, the city began a condition audit of uprights which was completed in 2022. About 45% of traffic signals are installed with APS and ADA compliant ped ramps.

What is the expected useful life of the project/improvement?

New signal infrastructure has an expected life span of 30-40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Likely increased emergency maintenance costs and increased residential complaints for failed equipment. This would lead to a more reactive approach to operations and maintenance as opposed to a preventative and proactive approach. Deferring would likely lead increased calls that require off-hours response on an overtime basis.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

This program will upgrade infrastructure to meet the latest design standards, safety measures, and ADA compliance.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Most crashes in the City occur at signalized intersections. Reducing crashes has a direct impact on improving the safety of the drivers, bicycles, and pedestrians using the City's transportation network. Installation of overhead signal indications on mast arms will improve signal visibility for users and is estimated to reduce crashes. Improvements to traffic signals for bicycles and pedestrians will increase safety and compliance. Installing APS will assist visually-impaired individuals when crossing a street at signalized intersections. Installing permanent pavement markings will enhance safety by providing year-round visibility for roadway markings, while also reducing annual maintenance costs. Existing underpass and navigation lighting units at some locations may need to be replaced in their entirety due to corrosion, aging, and the

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

Yes, see Submitting Agency Funding Request section, Intergovernmental Revenues.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City has applied for and is receiving federal funding through the Highway Safety Improvement Program (HSIP) application through 2027. Five more applications were submitted in February, 2024. Awarded HSIP projects will be announced later this year. In 2024, 4 intersections along Broadway St NE will receive traffic control and pedestrian safety improvements. In 2025, 11 intersections will receive traffic signal and pedestrian safety improvements along 26th St W, 28th St W, Nicollet Ave, 1st Ave S, and 3rd Ave S. In 2025, 4 intersections along the E line route in southwest Minneapolis will receive traffic signal and pedestrian safety upgrades. In 2026, 4 intersections will receive traffic signal and pedestrian safety improvements along Lyndale Ave N. In 2027, 4 signals along Bloomington and Minnehaha Pkwy will receive traffic signal and pedestrian safety improvements. The Federal government will provide up to 90% of the construction cost for each of these projects, with the City providing the remaining amount.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners include Hennepin County. Collaboration with partners will focus on signal rebuilds and modifications on the CSAH with the City using project funds to leverage cost match requirements.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

damages resulting from ice, high water levels and debris within the river. Improving the condition and quality of routes to schools will address safety concerns and empower communities to re-establish walking and bicycling to school as a safe and routine activity.

On a scale of 1-5, this program has a service level of 3.

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Traffic signals upgrades are often by bus stops and locations of high pedestrian activity. New signal cabinet equipment will be compatible for bus transit signal priority. Pedestrian experience will improve by installing APS technology and new ADA compliant ped ramps.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Traffic signals upgrades will include APS technology and ADA compliant ped ramps. HSIP projects will install bump outs where feasible.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, the right-of-way is constrained at most intersections. Bump outs will be explored to improve ped ramp designs on constrained corners. Innovative design strategies will be explored if appropriate.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase funding in each year. Additional funding will allow Public Works to expedite some projects and allow for more safety measures to be implemented with additional projects.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 projects are in, or border, Census tracts with TEP scores in tiers 2, 3, 4, and 5.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

This project will make improvements to the street network and promotes efficient safe movement of traffic by installing overhead signal indications, APS, and other infrastructure. The installation of overhead signal indications will help increase the signal visibility for drivers and reduce the number of right-angle crashes, while installation of the APS will help vision-impaired individuals safely cross streets at signalized intersections. The installation of new roadway signing, and markings will improve the quality and condition of the public streets and help drivers, bicyclists, and pedestrians more easily navigate the roadway network.

TR024 - Pedestrian Street Lighting Corridors

Project Details:

Project Start Date: 1/2/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 17 of 62

Submitting Agency: Public Works

Contact Person: Joe Laurin

Contact Phone Number: 612-673-5987

Contact Email: joe.laurin@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/project-st-ltg/>

Prior year(s) funding amounts: \$1,000,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

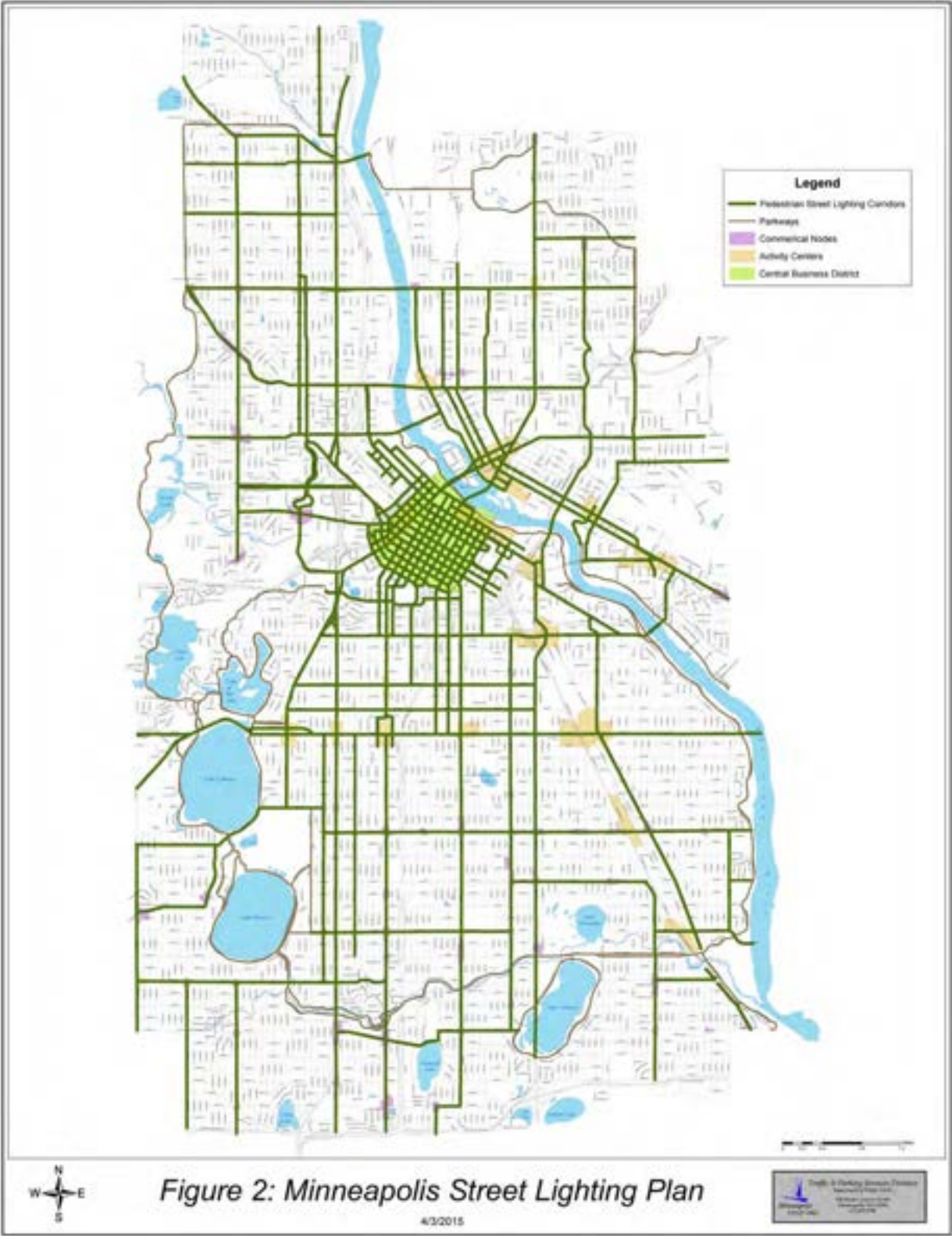
The City of Minneapolis has identified numerous streets, neighborhood commercial nodes, and activity centers as Pedestrian Street Lighting Corridors (PSLC's) for the purposes of installing upgraded street lighting systems. These locations are identified in the City of Minneapolis Street Lighting Policy based on their access to transit, overall traffic/pedestrian volumes, and commercial use. The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). The City Council directed Public Works to amend the street lighting policy to promote the installation of lighting along PSLC's, and directed the department to remove the property assessment and owner petition requirements and provide City funding for the PSLC improvements.

Purpose and Justification

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users. In the past, street lighting on these PSLC's were assessed to abutting property owners requiring a majority of owners to opt out of the assessment during road construction projects. This process was re-examined in 2013 and the City agreed to change the funding mechanism to not assess property owners along PSLC's. Due to the extended time between full street reconstruction projects, the opportunities to install lighting on PSLC's through street reconstruction are limited. This program allows for some accelerated installation of pedestrian-level street lighting on

PSLCs, which are not part of the current street reconstruction program. At current costs, per installed street light, the requested amount would allow for between approximately 60 poles/fixtures annually to be installed on PSLC's. Funding increases in the out years are requested to expedite the deployment of pedestrian-level street lighting on PSLC's.

Project Visuals and Map



Project Funding and Cost Breakdown

TR024							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
REVENUES	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
CONSTC - Construction Costs	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000
GOVER - General Overhead	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
EXPENSES	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Not Applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not Applicable

What is the expected useful life of the project/improvement?

The functional lifespan of a new street light system with properly timed maintenance is estimated to be 35 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

To defer or cancel this project would increase the timeline to build out the pedestrian street light corridor (PSLC) network. Generally the operating impact or maintenance costs would not be significantly impacted.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Traffic projects have leveraged other funding sources for its projects. Traffic has a great record of using interagency cooperative agreements with Hennepin County, MnDOT and Metro Transit to obtain partial funding for both Traffic and streetlighting capital improvements, with 50% matches typical on signals and streetlighting on or abutting their right of way.

Yes, the local matches need to be funded and if the capital project does not provide the match, the projects would likely not happen as the Traffic operational budget is heavily dependent on the City general fund and does not have the capacity to handle even 10% shares of large projects without impacting ongoing operations and maintenance in a significant way.

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The proposal consists of installing upgraded street light systems on pedestrian street light corridor roadways to meet the design criteria of the Minneapolis Street Lighting Policy.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

As part of the Minneapolis Pedestrian Master Plan (2009) and as documented in the City of Minneapolis Street Lighting Policy (2015), high volume streets along transit routes and corridors as well as certain commercial nodes are designated as Pedestrian Street Lighting Corridors (PSLC's). The majority of PSLC roadways are also identified as part of the Pedestrian Priority Network (PPN) as defined in the Transportation Action Plan (TAP). The City has made it a priority to install pedestrian-level street lighting along these corridors to benefit pedestrians, bicyclists and transit users.

On a scale of 1-5, existing pedestrian street lighting corridors have a service level of 3 or 4.

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?
No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Yes, this program specifically targets high-volume pedestrian corridors. Installing lighting will greatly improve safety and accessibility along these routes

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, providing street lighting will improve the streetscape for pedestrians.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
Yes, the right of way is constrained in most cases. Lighting infrastructure typically is installed within the boulevard or within the furnishing zone behind the curb.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single capital project. The impact can depend on the types of operating and maintenance changes needed, as well as the specific project context. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Ongoing costs include electricity, pole knockdowns, and bulb replacements. New poles will utilize LED technology, which are highly efficient both in terms of electrical usage and ongoing maintenance. Operating expenses increase as the number of street light poles increase. Concurrently, the conversion of existing fixtures to LED result in cost savings. Additional marginal energy savings come from replacing pre-existing wood pole lighting but added LED poles may offset those savings. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not Applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility to increase funding in each year. Additional funding will allow for more street lighting to be implemented with additional projects.

Minneapolis City Goals

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The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 projects have not yet been selected but projects will be considered in or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Pedestrian, bicyclists, transit users, and motorists will benefit from this program. Residents and businesses along corridors with street lighting in the past have used it to enhance their neighborhood identity using banners.

TR025 - Sign Replacement Program

Project Details:

Project Start Date: 1/2/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 18 of 62

Submitting Agency: Public Works

Contact Person: Ryan Anderson

Contact Phone Number: 612-673-3986

Contact Email: Ryan.Anderson@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$895,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

In 2005, the State of Minnesota published requirements for minimum levels of retroreflectivity for roadway signs and mandated dates for compliance with the new standard. This language was based on the Federal requirements contained in the Manual on Uniform Traffic Control Devices (MUTCD). In 2010, the Federal Highway Administration decided to reconsider the original language and began the process of amending the language contained in the 2005 MUTCD. The proposed language that was offered for public comment essentially eliminated specific compliance dates but still retained the retro-reflectivity requirements. The comment period portion of the rulemaking process has passed and the adapted revised language includes

Regulatory and Warning Signs

Federal Register/Vol. 77, no. 93 / Monday May 14, 2012 / Rules and Regulation

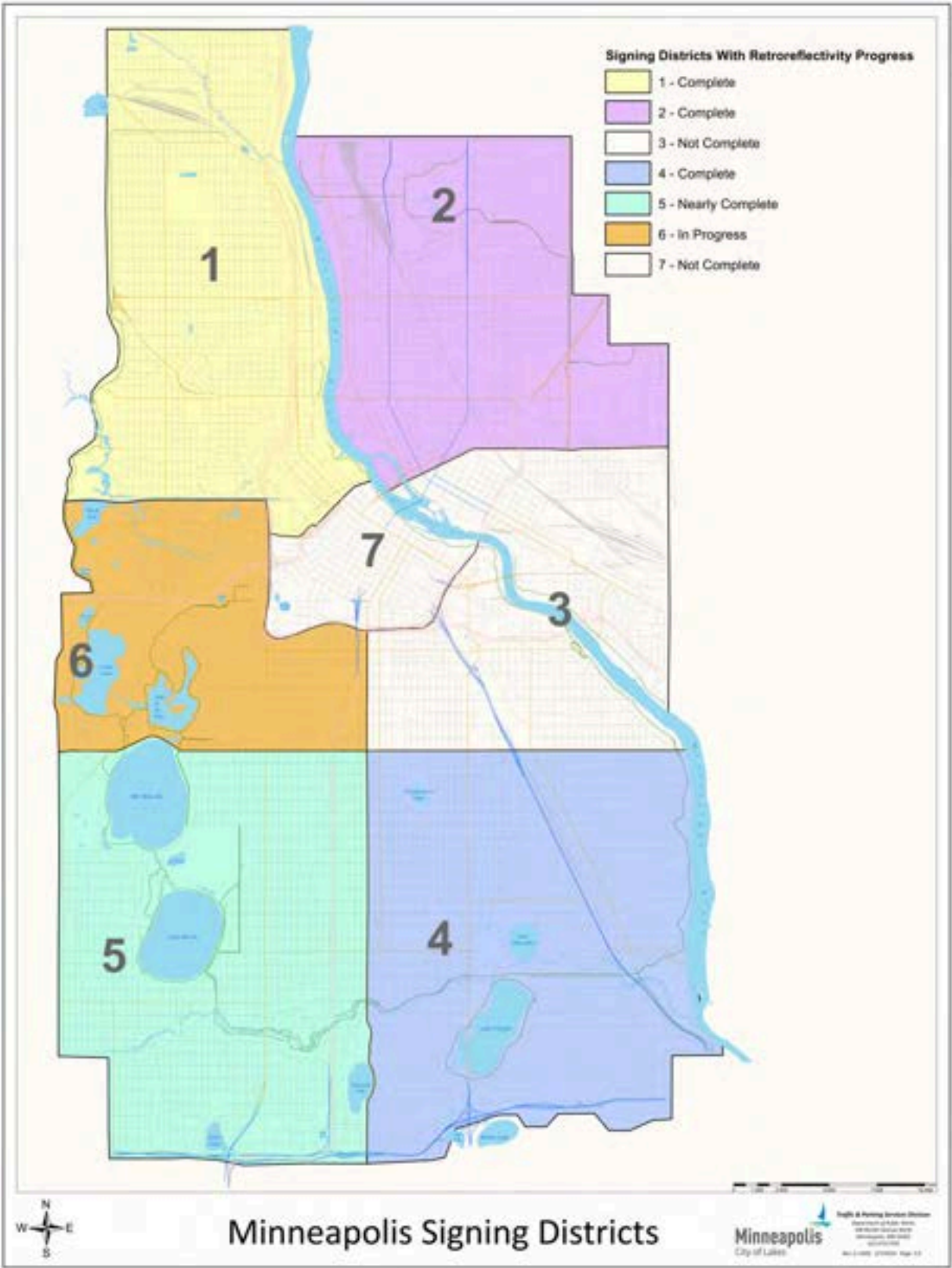
- Implementation and continued use of an assessment or management method that is designed to maintain regulatory and warning sign reflectivity at or above established minimum levels.
- An assessment or management method must be established within 2 years of date of the above revision.

The City of Minneapolis has chosen the Blanket Replacement Method where all signs in an area/corridor, or of a given type, should be replaced at specified intervals (10 to 15 years). The interval level will be based on expected sign life. The City recognizes the value of maintaining the visibility of roadway signs and in 2010 began planning the implementation of a program that will ensure adequate retroreflectivity system wide. The program was originally funded under TR022. Beginning in 2015, the sign replacement program has been given its own project under TR025.

Purpose and Justification

These funds are requested to allow Public Works Traffic Operations to proceed with the plan for assuring compliance with federal and state standards for minimum levels of retroreflectivity for roadway signs.

Project Visuals and Map



Project Funding and Cost Breakdown

TR025									
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030		
Revenues									

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321514 - Municipal State Aid	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000
REVENUES	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000
Expenses							
DANDPM - Design and Project Management	\$223,750	\$223,750	\$223,750	\$223,750	\$223,750	\$223,750	\$223,750
CONSTC - Construction Costs	\$581,750	\$581,750	\$581,750	\$581,750	\$581,750	\$581,750	\$581,750
GOVER - General Overhead	\$89,500	\$89,500	\$89,500	\$89,500	\$89,500	\$89,500	\$89,500
EXPENSES	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000	\$895,000

Asset Condition

Asset type: Vertical Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Sign reflectivity can wear off and needs to be replaced every 10-15 years. Lack of reflectivity greatly reduces nighttime visibility of the signs and can lead to higher crash rates

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

City staff use a Cartograph asset database to track sign placement and installation date

What is the expected useful life of the project/improvement?

Signs typically need to be replaced every 10-15 years to meet the reflectivity standards. The program will repeat the process as signs reach the end of their life cycle

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the sign replacement program began in 2014 over half the signs in Minneapolis have been replaced. Not funding this program would delay the continued progress towards completing replacement of 100% of roadway signs.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The existing Public Works annual operating budget will maintain these upgrades. See Partnerships section for details of non-City funding sources. Yes, external funding is contingent on City funding for the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

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What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

These funds are requested to allow Public Works Traffic Operations to proceed with the plan for assuring compliance with federal and state standards for minimum levels of retro-reflectivity for roadway signs.

On a scale of 1-5, this program selects projects on signs that have a service level of 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No Grants or non-City funding has been secured at this time.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not Applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Maintain

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not Applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

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Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

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Projects have not yet been selected for each year but projects will be considered in or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
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- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

The project started in 2012. In the first two years of the program, City staff completed an inventory and condition rating of the over 80,000 signs within the City. This was a necessary first step before embarking on the full installation program that will use the remaining project funding. Sign replacement began in 2014 and is continuing each year. Over two thirds of the signs have been replaced to date.

TR99R - Reimbursable Transportation Projects

Project Details:

Project Start Date: 1/2/2025

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority: 19 of 62

Submitting Agency: Public Works

Contact Person: Ryan Anderson

Contact Phone Number: 612-673-3986

Contact Email: ryan.anderson@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$600,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various locations citywide

Neighborhood(s) Located: Various locations citywide

Ward(s) Located: Various locations citywide

Description of Location: Various locations citywide

Project Description

These funds are requested to allow Public Works Traffic Operations to do “work for others” (public and private) which will be reimbursed by the requesting agency, business or individual.

Purpose and Justification

These funds allow projects to move forward in a timely and efficient manner, providing a service to local businesses, to other agencies, and to individuals.

Project Visuals and Map

This program does not have visuals or a map.

Project Funding and Cost Breakdown

TR99R

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
345501 - Other Services Provided	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
REVENUES	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
Expenses							

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
DANDPM - Design and Project Management	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
CONSTC - Construction Costs	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000	\$390,000
GOVER - General Overhead	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
EXPENSES	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

This program constructs projects as requested by other agencies, businesses and individuals; those entities are responsible for the maintenance of their assets.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The current condition of the asset will vary based on project, and are determined by the requesting agency, business or individual.

What is the expected useful life of the project/improvement?

The functional lifespan of projects completed in TR99R vary based on project and are designed to maximize useful life as desired by the requesting agency, business or individual.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This program is funded by outside parties working in the city right of way contract Public Works Traffic Operations to perform repairs. Costs of deferring the project would be the responsibility of the agency, business or individual who requested the work.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All costs are paid by outside parties and have no impact on operating budgets.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The PV99R program allows Public Works Traffic Operations to do "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual. Work being performed is based on the needs of the agency, business or individual that has contracted Public Works Traffic Operations.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level for TR99R is determined by the requesting agency, business or individual. The TR99R program allows Public Works Traffic Operations to perform "work for others" (public and private) which will be reimbursed by the requesting agency, business or individual.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not Applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Project partners who hire Public Works Traffic Operations to complete work, can include other City of Minneapolis Divisions and Departments, Developers and Private Contractors as well as others. These agencies, businesses or individuals will reimburse Public Works for the work completed.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not Applicable

Economic Development

Will the project contribute to growth in the City's tax base?
No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Not Applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Not Applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
Not Applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There is no new infrastructure created, and all costs are paid by outside parties and have no impact on operating budgets.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various small projects for outside agencies and sometimes for other divisions of public works and the operating cost impacts cannot really be determined. The Traffic Control Maintenance Department would cover any routine costs that would result from the improvements made by this program.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not Applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not Applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Projects are generally completed within the same year that they are started and are fully reimbursed by the agency, business, or individual who contracted Public Works Traffic Operations to complete the work.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Timing is dependent on the agency, business or individual who contracted Public Works Traffic Operations to complete the work

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not Applicable

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology

3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data and metrics, the Transportation Equity Priority (TEP) score, strategies and actions, and more. More on the CEW, their feedback had influence on the final planning document, and a list of CEW members can be found in the REF in Appendix B.

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

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Community Engagement

Using the International Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

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Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision

Zero Action Plan (VZAP). Individual projects will develop a custom engagement plan as they are developed typically beginning 2-3 years before their construction begins.

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The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Additional Information

Not Applicable.

VZ001 - Vision Zero Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design / Construction

Level of Need: Critical

Department Priority: 27 of 62

Submitting Agency: Public Works

Contact Person: Luke Hanson

Contact Phone Number: (612) 875-7237

Contact Email: luke.hanson@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/program/initiatives/visionzero/>

Prior year(s) funding amounts: \$500,000

Total project cost (all years): Not Applicable

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan as well as other streets with documented crash problems. Safety improvements will consist of, but are not limited to, treatments that have proven effective at eliminating crashes and encourage safer driving behaviors. These improvements are intended to provide a similar user experience as curb extensions, medians, and lane narrowing. Safety improvements may be provided through curbs, medians, bollards/flexible traffic posts, planters, turning wedges, hardened centerlines, or other vertical features. Other crossing improvements to be considered will include durable crosswalk markings, high visibility pavement markings, ADA accessible curb ramps, and active warning beacons.

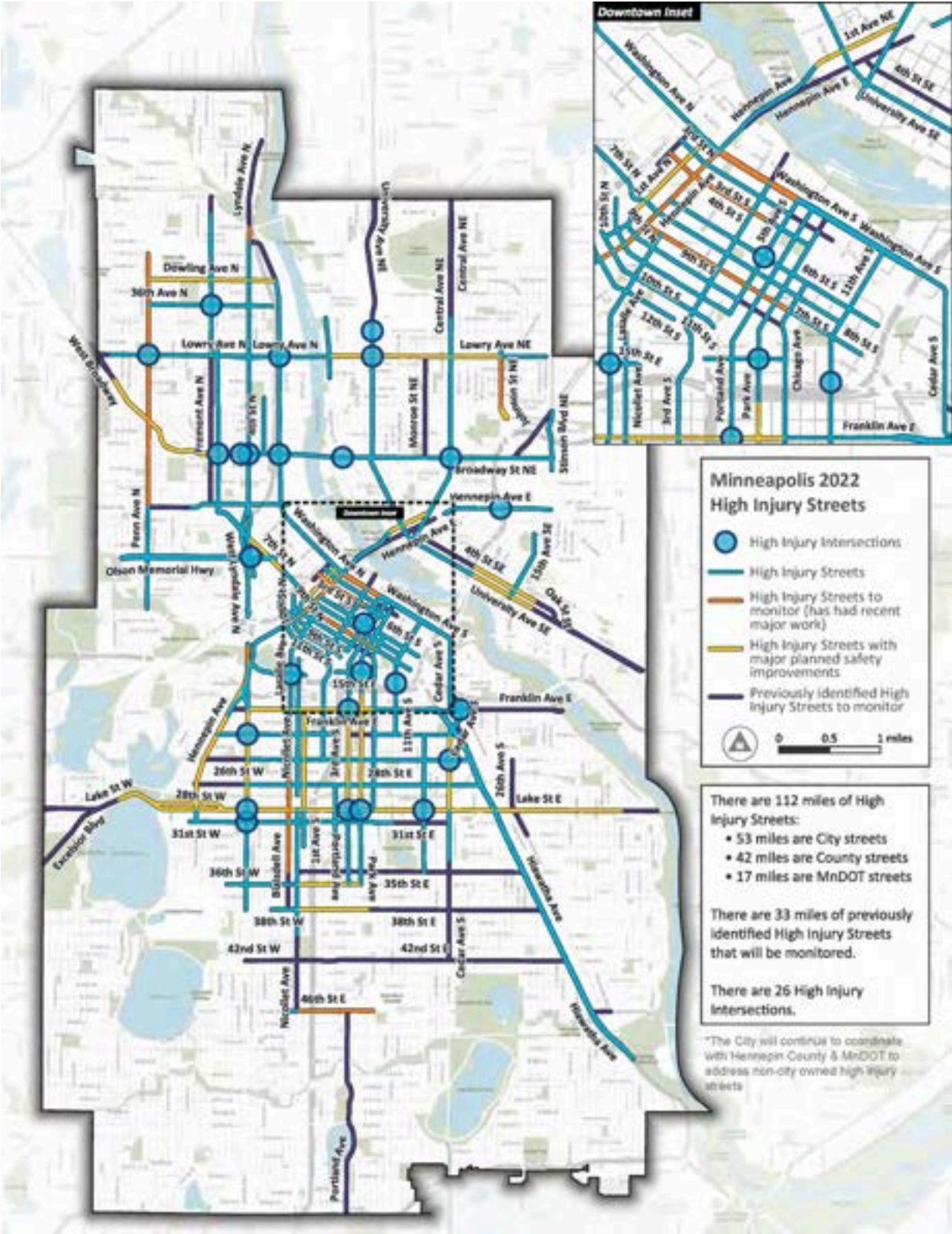
Purpose and Justification

Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. As a part of the City's Vision Zero Action Plan (updated in 2023) High Injury Streets were identified as corridors with a concentration of severe and fatal crashes. To reduce traffic deaths and severe injuries, the Vision Zero Action Plan prioritizes the need to use design, infrastructure, and operations to improve traffic safety. This program will support the Vision Zero Action Plan by making cost-effective safety improvements systematically and rapidly on High Injury Streets.

The supplemental funding request for VZ001 recognizes that the Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. Funding this supplemental request will maintain the funding for the VZ001 program, concurrent with the VZ002 program, and allow Public Works to continue to deliver safety projects across the High Injury Network that were not identified in

the successful Safe Streets and Roads of All grant application. The city's current three-year Vision Zero Action Plan is for years 2023-2025 and funding will be critical to address future safety needs identified in a forthcoming update to the three-year action plan.

Project Visuals and Map



Project Funding and Cost Breakdown

VZ001								
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	
Revenues								
321000 - Federal Grantor Agencies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321012 - Us Dept Of Transportation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
322000 - County Grants	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391002 - Net Debt Bonds Issued	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000
REVENUES	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$125,000	\$125,000	\$0	\$0	\$0	\$0	\$250,000
CONSTC - Construction Costs	\$325,000	\$325,000	\$0	\$0	\$0	\$0	\$650,000
GOVER - General Overhead	\$50,000	\$50,000	\$0	\$0	\$0	\$0	\$100,000
FFANDE - Furniture, Fixtures, and Equipment	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$1,000,000

Supplemental Project Funding and Cost Breakdown

VZ001 Supplemental Request

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391002 - Net Debt Bonds Issued	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
REVENUES	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$125,000	\$125,000	\$125,000	\$125,000	\$125,000
CONSTC - Construction Costs	\$0	\$0	\$325,000	\$325,000	\$325,000	\$325,000	\$325,000
GOVER - General Overhead	\$0	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
EXPENSES	\$0	\$0	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

VZ001 is implementing the City's Vision Zero Action Plan and is adding safety improvements that will lead to the City's goal of zero traffic deaths by 2027. The condition of the existing asset or intersection being addressed is not measured in terms of remaining life but how effectively it supports the City's goal of zero traffic deaths by 2027. Improvements made through VZ001 are designed to provide immediate mitigation for traffic safety related concerns until permanent infrastructure can be implemented

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City recently completed an updated analysis of the High Injury Street Network. The City uses crash safety data to identify and prioritize intersections for Vision Zero safety improvements. This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan as well as other streets with documented crash problems.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The VZ001 program is used to implement safety improvements that will lead to the City's goal of zero traffic deaths. Deferring funding for VZ001 would impact the City's ability to meet its Vision Zero goals of zero traffic deaths or severe injuries on City streets by 2027.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City will use its existing maintenance budget to keep these improvements in good condition. See the Partnerships section for non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Vision Zero Capital Program began funding proactive safety treatments on High Injury Streets in 2021. The program installs treatments that have proven safety benefits. Public Works partnered with the University of Minnesota for additional evaluation of pedestrian safety benefits of 2021 treatments; that research found improved rates of drivers stopping for pedestrians at most treatment sites. Additional evaluation work is planned for treatments in the Vision Zero program in 2023 and 2024 as part of another University of Minnesota research project. The 2023-2025 Vision Zero Action Plan includes an updated High Injury Street map, which includes 9% of city streets that had 66% of severe and fatal crashes from 2017-2021. The Vision Zero Capital Program installs cost-effective safety improvements rapidly and systematically on the 53 miles of city-owned High Injury Streets to strategically target improvements on the corridors that pose the highest risk of injury.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

No grants or non-city funding has been secured at this time. The City was awarded Safe Streets for All grant funding to pursue additional traffic safety improvements beyond the scope of VZ001, and will be implemented through a new capital program titled VZ002.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable.

Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. As a part of the City's Vision Zero Action Plan (updated in 2023) High Injury Streets were identified as corridors with a concentration of severe and fatal crashes. To reduce traffic deaths and severe injuries, the Vision Zero Action Plan prioritizes the need to use design, infrastructure, and operations to improve traffic safety. This program will support the Vision Zero Action Plan by making cost-effective safety improvements systematically and rapidly on High Injury Streets. The service level for VZ001 primarily considers intersections and portions of City streets that have documented crash history and do not have asset conditions that necessitate an immediate street reconstruction.

On a scale of 1-5, this program has a service level between 3 and 4.

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:

Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?

Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Reducing severe and fatal crashes is part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Transportation Action Plan (TAP) defines citywide networks and projects for specific modes of transportation. The TAP includes a Pedestrian Priority Network, All Ages and Abilities Network for bicycling and micromobility, Truck Route Network, and Transit Priority Projects. The development how the Vision Zero program will be implemented will be guided by how each project area is identified in the TAP with the purpose to improve facilities for pedestrians and bicyclists and provide safe conditions on Minneapolis streets for users of all transportation modes.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Yes, right-of-way is constrained in most of these corridors, and there are tradeoffs in some of these corridors with traffic lanes and parking lanes; however, these corridors are the result of a feasibility analysis of the best opportunities for near-term implementation of the Vision Zero Action Plan. Many of the safety treatments that will be implemented do not require tradeoffs between modes. The Minneapolis Street Design Guide (SDG) identifies design guidance for most Vision Zero safety treatments. This guidance and the Vision Zero Action Plan will be consulted in the project development process.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Typically, the operating and maintenance budgets are not adjusted based on a single Vision Zero project. The impact can depend on the types of treatments provided and the operating and maintenance changes specific to the context of the project location. The operating budget and capital maintenance programs will account for cost increases or decreases across all transportation capital projects and programs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

There is no net change in the annual operating budget. Reconstruction, resurfacing, and rehabilitation projects and programs can help lower near term maintenance costs by reducing needed asset management activities. Concurrently, the construction of new infrastructure or temporary materials could result in maintenance cost increases. Other factors for determining the cost impact depend on the specific context and any changes to labor and equipment costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Maintenance costs will vary depending on the type of treatment installed. Public Works has calculated estimates for annual maintenance of similar treatments, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Unspent balances will be rolled forward to fund the Vision Zero Program in future years. The size and the scope of work can be adjusted to use available funds.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement six to twelve months before each safety project is scheduled for implementation

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects are anticipated to be less than one-year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

more safety projects are implemented Public Works
will better understand maintenance costs and
expects to build efficiencies into its operations.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs.
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars
2. Improve lighting to increase safety in the public space
3. Take action on projects that will improve the community

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights
2. Increase access to transit and shared mobility through education and outreach
3. Collaborate with community on addressing transportation issues

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 Vision Zero projects, which are currently in a process of selection, may be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP).

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for

engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

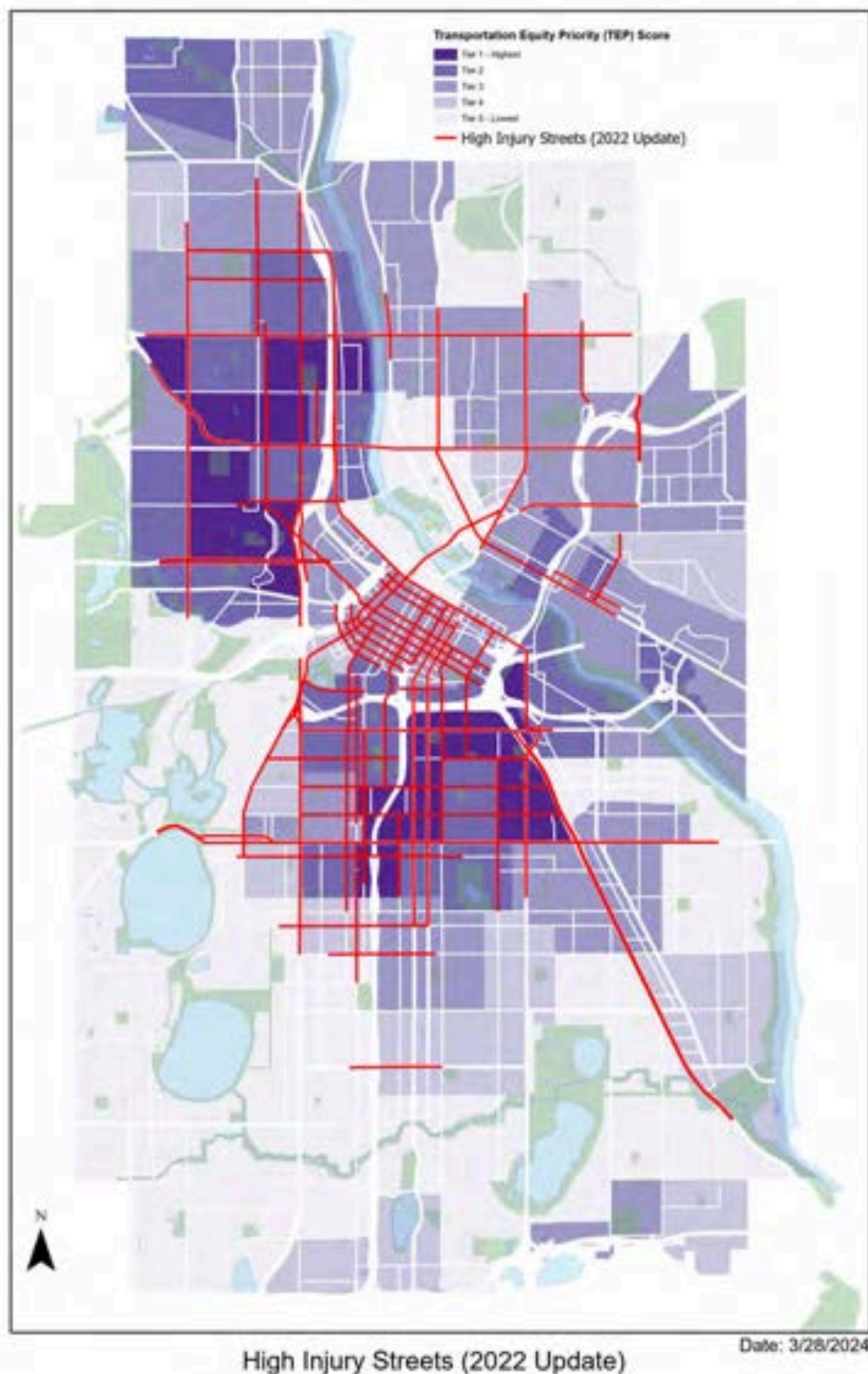
Our data shows that by focusing on creating more transportation options for people we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

VZ002 - Safe Streets for All Grant Implementation Program

Project Details:

Project Start Date: 4/15/2025

Estimated Project Completion Date: 11/15/2030

Ongoing Program: Y

Current Phase: Planning / Design

Level of Need: Critical

Department Priority: 1 of 62

Submitting Agency: Public Works

Contact Person: Luke Hanson

Contact Phone Number: (612) 875-7237

Contact Email: luke.hanson@minneapolismn.gov

Website:

<https://www.minneapolismn.gov/government/program/initiatives/visionzero>

Prior year(s) funding amounts: \$0

Total project cost (all years): \$24,240,000

Project Location:

City Sector: Various Locations Citywide

Neighborhood(s) Located: Various Locations Citywide

Ward(s) Located: Various Locations Citywide

Description of Location: Various Locations Citywide

Project Description

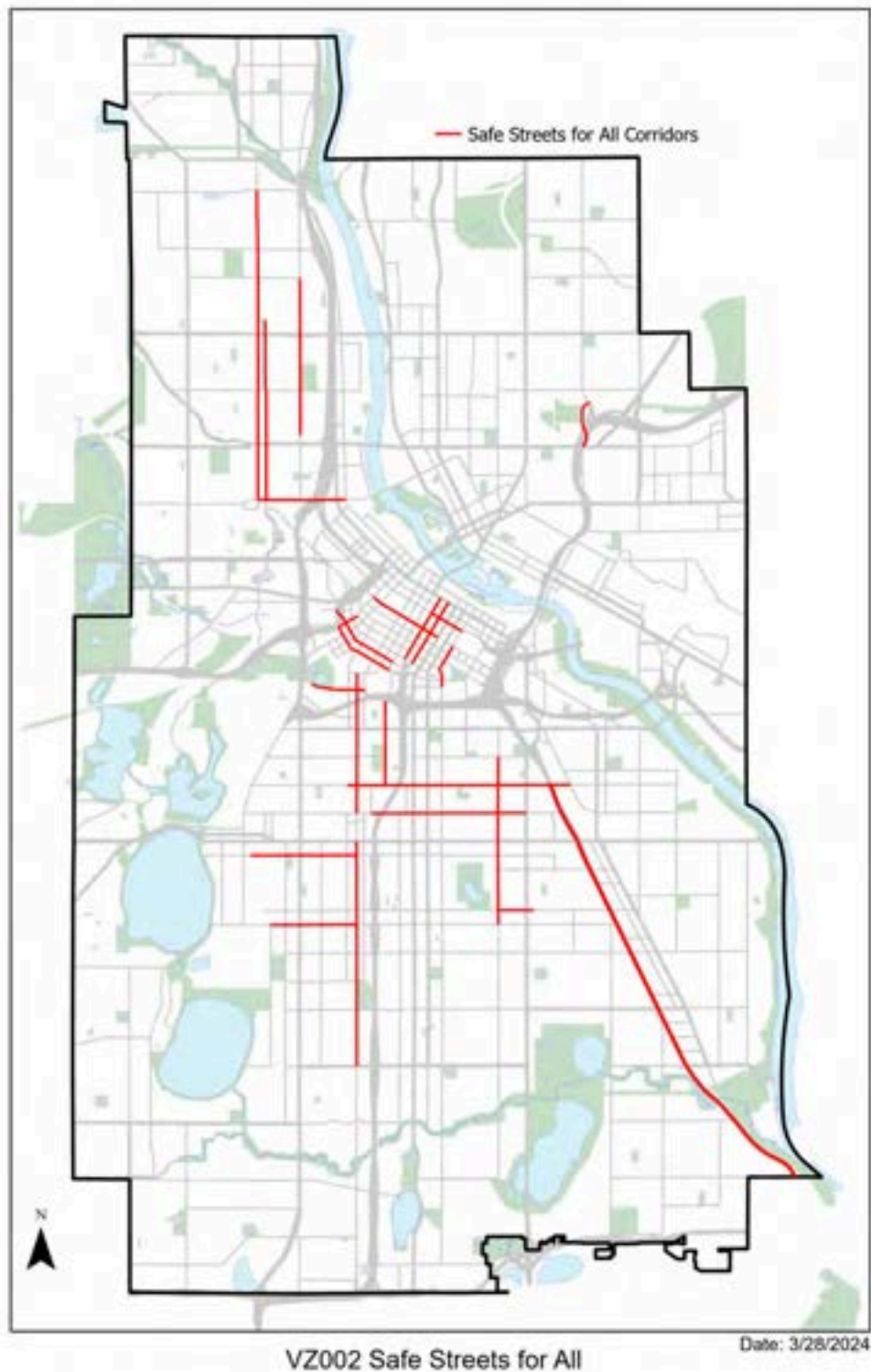
This program will concentrate safety improvements on selected High Injury Streets as identified in the City's Vision Zero Action Plan as well as other streets with documented crash problems. Safe Streets for All Program treatments focus on systematically addressing the three leading factors in serious and fatal crashes in Minneapolis: drivers speeding, drivers turning (especially left turns), and drivers running red lights. Safety improvements will consist of treatments that have proven effective at eliminating crashes and encourage safer driving behaviors. Safety improvements may be provided through pedestrian safety islands and intersection medians, protected bike lanes and protected intersection safety treatments, lane safety conversions (road diets), intersection street lighting upgrades, or other vertical features. Other crossing improvements to be considered will include durable crosswalk markings, high visibility pavement markings, ADA accessible curb ramps, and active warning beacons. This program also includes supplemental road safety planning work, including, speed data collection and evaluation, traffic camera pilot development, quick-build safety treatment evaluation, and other related traffic safety evaluations.

Purpose and Justification

Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. As a part of the City's Vision Zero Action Plan (updated in 2023) High Injury Streets were identified as corridors with a concentration of severe and fatal crashes. To reduce traffic deaths and severe injuries, the Vision Zero Action Plan prioritizes the need to use design, infrastructure, and operations to improve traffic safety. This program will support the Vision Zero Action Plan by making systematic and

permanent safety improvements on nearly all High Injury Streets not already planned for significant safety treatments.

Project Visuals and Map



Project Funding and Cost Breakdown

VZ002							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
321000 - Federal Grantor Agencies	\$0	\$0	\$4,848,000	\$4,848,000	\$4,848,000	\$4,848,000	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
321510 - Minn Depart Of Transportation	\$0	\$500,000	\$1,087,000	\$1,087,000	\$1,087,000	\$1,087,000	\$0
REVENUES	\$0	\$500,000	\$5,935,000	\$5,935,000	\$5,935,000	\$5,935,000	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$125,000	\$1,483,750	\$1,483,750	\$1,483,750	\$1,483,750	\$0
CONSTC - Construction Costs	\$0	\$325,000	\$3,857,750	\$3,857,750	\$3,857,750	\$3,857,750	\$0
GOVER - General Overhead	\$0	\$50,000	\$593,500	\$593,500	\$593,500	\$593,500	\$0
EXPENSES	\$0	\$500,000	\$5,935,000	\$5,935,000	\$5,935,000	\$5,935,000	\$0

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

VZ002 is implementing the City's Vision Zero Action Plan and is adding safety improvements that will lead to the City's goal of zero traffic deaths by 2027. The condition of the existing asset or intersection being addressed is not measured in terms of remaining life, but how effectively it supports the City's goal of zero traffic deaths by 2027. Improvements made through VZ002 are designed to provide immediate and systematic mitigation for traffic safety related concerns via permanent infrastructure and roadway improvements.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The City recently completed an updated analysis of the High Injury Street Network. The City uses crash safety data to identify and prioritize traffic safety improvements through VZ002. This program will allow Minneapolis to deliver safety improvements on nearly all High Injury Streets as identified in the City's Vision Zero Action Plan not already planned for significant safety treatments as well as other streets with documented crash problems.

What is the expected useful life of the project/improvement?

Bike and pedestrian infrastructure's useful lifespan may vary with temporary materials but are annually maintained.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The VZ002 program is used to implement safety improvements that will lead to the City's goal of zero traffic deaths. Deferring funding for VZ002 would impact the City's ability to meet its Vision Zero goals of zero traffic deaths or severe injuries on City streets by 2027.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

The City will use its existing maintenance budget to keep these improvements in good condition. See the Partnerships section for non-City funding sources. Yes, external funding is contingent on City funding for the project.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Public Works has developed specifications and standard detail plates specific to Minneapolis construction and design requirements for use by contractors, consultants, and city crews to build public infrastructure, including streets, bridges, sewer, water, traffic, and forestry. Transportation projects align with the guidance illustrated in the Minneapolis Street Design Guide, and/or the MnDOT's State-Aid Operations design standards if the street is classified as a Municipal State Aid route. Additional public roadway requirements for traffic signs, pavement markings, and signals are included in the Minnesota Manual on Uniform Traffic Control Devices (state.mn.us). If a linear construction project disturbs more than 0.5 acres of land, the design must capture and retain stormwater runoff over the new and fully reconstructed impervious area per the Stormwater Management Ordinance, with asphalt resurfacing, concrete rehabilitation, sidewalk, and trail projects continuing to be exempt.

The Safe Streets for All Program will allow Minneapolis to address increasing road safety challenges through systemically addressing the leading factors of serious and fatal crashes. The program will install treatments that have proven safety benefits. The 2023-2025 Vision Zero Action Plan includes an updated High Injury Street map, which includes 9% of city streets that had 66% of severe and fatal crashes from 2017-2021. The Safe Streets for All Program will deliver cost-effective safety improvements rapidly and systematically on nearly all High Injury Streets not already planned for safety treatments. The program strategically targets improvements at locations and on corridors that pose the highest risk of injury.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Minneapolis City Council adopted a Vision Zero goal to eliminate traffic deaths and severe injuries on City streets by 2027. As a part of the City's Vision Zero Action Plan (updated in 2023) High Injury Streets were identified as corridors with a

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount
Yes

Describe status and timing details of secured or applied for grants or other non-City funding sources:

The City secured a Safe Streets and Roads for All (SS4A) grant from the U.S. Department of Transportation for \$20,004,000 to deliver safety improvements on high priority projects and actions in the City's Vision Zero Action Plan. Additionally, the City received an Infrastructure, Investment, and Jobs Act (IIJA) grant from the Minnesota Department of Transportation (MnDOT) for up to \$5,048,000 to service the match requirements for the SS4A federal grant.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project
Not Applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places
Not Applicable.

concentration of severe and fatal crashes. To reduce traffic deaths and severe injuries, the Vision Zero Action Plan prioritizes the need to use design, infrastructure, and operations to improve traffic safety. This program will support the Vision Zero Action Plan by making cost-effective safety improvements systematically and rapidly on High Injury Streets. VZ002 primarily targets intersections and portions of City streets that fall between a score of 3-4 as these streets have documented crash history and do not have asset conditions that necessitate an immediate street reconstruction

Economic Development

Will the project contribute to growth in the City's tax base? No. Maintains existing tax base.

Describe the economic development impact of the project:
Not Applicable.

Does the project support redevelopment opportunity that without the project would be infeasible?
Not Applicable.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.
Many of these routes are in high-volume pedestrian corridors and most are along or provide connections to transit corridors. Reducing severe and fatal crashes is part of an overall strategy to improve multimodal transportation choices in Minneapolis and make it easier to get around without a private motor vehicle.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.
Yes, these projects will improve facilities for both pedestrians and bicyclists and will provide more safe conditions on Minneapolis Streets for all modes of transportation overall.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.
Yes, right-of-way is constrained in most of these corridors, and there are tradeoffs in some of these corridors with traffic lanes and parking lanes. Final detailed treatments and designs will be determined by additional technical analysis, community engagement, and detailed design and engineering. Additionally, the Minneapolis Street Design Guide identifies design guidance for most Safe Streets for All improvements. This guidance and the Vision Zero Action Plan will be consulted in the project development process.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The request will not change the current operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not Applicable.

Year that Operating Incr/(Decr) will take effect?
2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Public Works is having ongoing discussions regarding the appropriate level of maintenance for the proposed types of treatments particularly for winter operations including plowing.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Maintenance costs will vary depending on the type of treatment installed. Public Works has calculated estimates for annual maintenance of similar treatments, although it is based on a very small sample of locations and does not include an extended history of seasonal weather events. As more safety projects are implemented Public Works will better understand maintenance costs and expects to build efficiencies into its operations.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond

authorizations:

Not Applicable.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

This is a program with multiple projects. Public Works anticipates beginning preliminary design and public involvement six to twelve months before each safety project is scheduled for implementation.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Projects are anticipated to be less than one-year construction projects. Spreading the construction over two or more years decreases the cost effectiveness of the projects.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety

- The Transportation Action Plan (TAP) and Vision Zero Action Plan (VZAP) both have goals to prioritize safety for all people and eliminate traffic fatalities and severe injuries by 2027.
- The ADA Transition Plan for Public Works identifies accessibility barriers, establishes priorities for improvement, and develops an implementation plan for removing accessibility barriers in the City's public right of way.
- The Complete Streets Policy commits the City to building a complete and integrated public right of way that prioritizes people as they walk, bike, and take transit. The policy helps to ensure that everyone can travel safely and comfortably along and across a street regardless of whether they are walking biking, taking transit, or driving.
- The Minneapolis Street Design Guide provides street design guidance in alignment with existing city policies, including those aimed at accessibility and safety in the City's public right of way.

Housing

- Housing costs and transportation costs are connected in a household budget, often comprising the two largest household expenses. Multi-modal transportation can offer more options for affordable housing and work opportunities.
- Public Works project planning teams include representatives from the Community Planning and Economic Development (CPED) department, a collaboration that identifies current and future housing plans in relation to transportation investments.

Environmental Justice

- Public Works projects and programs prioritize sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air. The Transportation Action Plan includes strategies and actions that are aligned with the Climate Action Plan.
- The Racial Equity Framework for Transportation (REF) includes measuring land temperature, recognizing that impervious surfaces and tree canopy are inequitably distributed in Minneapolis result in health disparities, and can be positively influenced by how we design and construct street projects.
- Public Works projects incorporate stormwater best management practices (BMPs), Green Stormwater Infrastructure (GSI), sustainable landscaping, and green space to address poor water quality, air quality,

and locations that experience flooding. This fulfills the requirements set forth in the City's Chapter 54 Stormwater Management Ordinance.

- Transportation systems with high motor vehicle use are a source of emissions of harmful pollutants. Building streets with space for walking, biking, and transit helps lower the environmental footprint of transportation.

Built Environment and Transportation

- The Transportation Action Plan (TAP) has an objective to reduce the energy, carbon, and health impacts of transportation by reaching the City's mode share goal where 3 of every 5 trips taken by walking, rolling, bicycling or transit by 2030.
- The Complete Streets Policy calls for the City to plan, design, build, maintain, and operate the city's transportation system in a way that prioritizes pedestrians first, followed by bicycling and transit use, and lastly motor vehicle use, including freight.
- Transportation projects done in partnership with Metro Transit (light rail and bus rapid transit) support development and public realm improvements near existing and planned transit stations that result in walkable districts for living, working, shopping, and recreating.
- Proactively improves the public realm to support a pedestrian friendly high-quality and distinctive built environment.

Public Health

- The City has declared racism a public health emergency, noting that "racism in all its forms causes persistent discrimination and disparate outcomes in many areas of life"
- Public Works recognizes the impact of racism in transportation systems and seeks to promote transportation equity in projects and programs
- The Transportation Action Plan (TAP) called for the creation of the Racial Equity Framework for Transportation (REF), which now exists. It contains strategies and actions that intentionally seek positive public health outcomes specifically related to race and historic impacts of transportation in our built environment.

Arts and Culture

- Some Public Works projects have been selected by the Public Art Program to incorporate art into their design.
- Integrate public realm or public art projects into bikeway features to reflect the community when appropriate. (Transportation Action Plan, Strategy 8 Action 4)
- Streets are spaces where people travel through but also where people gather, meet, socialize, and speak up as a part of our democracy. (Transportation Action Plan, Strategy 2)

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Minneapolis Citywide

- White: 60.1%
- Of Color: 36.9%
 - Black or African American alone: 18.2%
 - American Indian and Alaskan Native alone: 1.0%
 - Asian or Pacific Islander alone: 5.6%
 - Other alone: 0.5%
 - Two or more races alone: 4.7%
- Hispanic or Latino (of any race): 9.8%

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Minneapolis Public Works centers racial equity in planning efforts, programs, and street projects. Much of the guidance was defined as City policy through three planning efforts: the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and the Racial Equity Framework for Transportation (REF). The outcomes of these efforts are summarized across the responses in this section.

During engagement for the Transportation Action Plan the City held seven community dialogues (small group discussions) with communities of different cultures, languages, and abilities. The top three needs from each discussion offer some insight into the priorities discussed in each community dialogue. A full summary of each of these conversations can be found here: <http://go.minneapolismn.gov/get-involved>

African American Community Dialogue:

1. Create multiple options for convenient, safe, and efficient transportation.
2. Improve the transit experience by addressing safety, comfort, and affordability.
3. Build and maintain higher levels of pedestrian scale lighting.

East African Community Dialogue:

1. Build safer crossings for pedestrians and design treatments to slow speeding cars.
2. Improve lighting to increase safety in the public space.
3. Take action on projects that will improve the community.

Latino Community Dialogue:

1. Improve year-round transportation options for people who do not drive.
2. Maintain sidewalks and bikeways during the winter.
3. Make transit facilities feel more welcoming and safer.

Minneapolis Youth Congress Community Dialogue:

1. Support more people walking, biking, and taking transit to address climate change.
2. Improve public transit reliability, add service, and reduce cost.
3. Improve transportation safety, including when taking public transit.

Native American Community Dialogue:

1. Address safety and illegal vehicle behavior such as speeding and running red lights.
2. Increase access to transit and shared mobility through education and outreach.
3. Collaborate with community on addressing transportation issues.

People with Disabilities Community Dialogue:

1. Establish consistent designs for intersections, sidewalks, bike lanes, et cetera.
2. Ensure people with disabilities are included in technology-related options.
3. Preserve access to destinations through design and maintenance.

Southeast Asian Community Dialogue:

1. Build long-term relationships and provide training on accessing new modes of travel.
2. Address personal safety concerns through lighting, cameras and technology.
3. Build and maintain infrastructure that makes travel easy and safe.

During engagement for the Racial Equity Framework for Transportation (REF), the City partnered with the Cultural Wellness Center and collaborated with a Community Equity Workgroup (CEW). This group met monthly from April to September 2022. Topics covered included historic and current transportation inequities, REF goals, data

What data is available or missing? How can you obtain additional data?

The 20-Year Streets Funding Plan (20YSFP) uses a data-driven approach to making investments in our streets. A balance of asset condition, transportation needs, and equity metrics guide the paving activities of the Public Works department. The 20YSFP engagement summary can be found in Appendix B, which includes participant responses to questions and high-level summaries.

The Racial Equity Framework for Transportation (REF) was developed to better provide for residents in Minneapolis and respond to historic inequities in transportation. The policy guidance for the REF is articulated in Progress Strategy 1 of the Transportation Action Plan (TAP). It recognizes that current transportation disparities are a product of history, and that these inequities are reflected in data beyond only race and income. The data in the 20YSFP and REF are both updated regularly to continue to be accurate as Minneapolis changes.

The REF developed a Transportation Equity Priority (TEP) score for Census tracts in Minneapolis. This metric was created to be the geographic-based measurement that considers equity within transportation planning and programming; it also replaces the past reliance on Areas of Concentrated Poverty (ACP50), as outlined in the Transportation Action Plan and recommended by regional guidance from the Metropolitan Council. The TEP score considers a broader range of demographic, socioeconomic, and other factors than just race and income. These factors are weighted to reflect their relative importance within transportation equity. The resulting TEP scores for Census tracts across the City are grouped into five tiers, with the highest scoring census tracts designated TEP tier 1, the next-highest scoring as TEP tier 2, and so on through the lowest scoring census tracts which are designated TEP tier 5.

The 2025 Safe Streets for All projects, which are currently in a process of selection, may be considered in, or border, Census tracts with TEP scores in all tiers.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Typically, projects and programs within Public Works fall between “Inform” and “Involve” along IAP2 Public Participation Spectrum. However, in some instances, projects or programs may reach “Collaborate.” The level of engagement for each project will be determined via a series of factors including but not limited to project phase, stakeholder type, geographic location, project scale/budget, equity considerations, and guidance from the Racial Equity Framework for Transportation (Goal 1 Strategy 1) and the Transportation Action Plan (Strategy 2). For many projects, the level of engagement and other details will be documented in an engagement plan. The IAP2 spectrum of engagement defines the following five levels, with transportation projects and programs ranging in engagement approach of the first four levels:

- Inform. Public participation goal: To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.
- Consult. Public participation goal: To obtain public feedback on analysis, alternatives and/or decisions.
- Involve. Public participation goal: To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.
- Collaborate. Public participation goal: To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.
- Empower. Public participation goal: To place final decision-making in the hands of the public.

Describe the engagement and what have you learned?

The engagement that informed the selection of this project or program work was completed in the development of the Transportation Action Plan (TAP), 20-Year Streets Funding Plan (20YSFP), and Vision Zero Action Plan (VZAP). Additional equitable engagement will be performed on corridor projects and some citywide safety improvements implemented through this program.

The Racial Equity Framework for Transportation (REF) includes the goals of “build organizational empathy” and “lead with a racial equity approach”, both with strategies and actions that outline expectations for engagement on Public Works transportation projects.

Analysis

How does the outcome for this project help the city achieve racial equity?

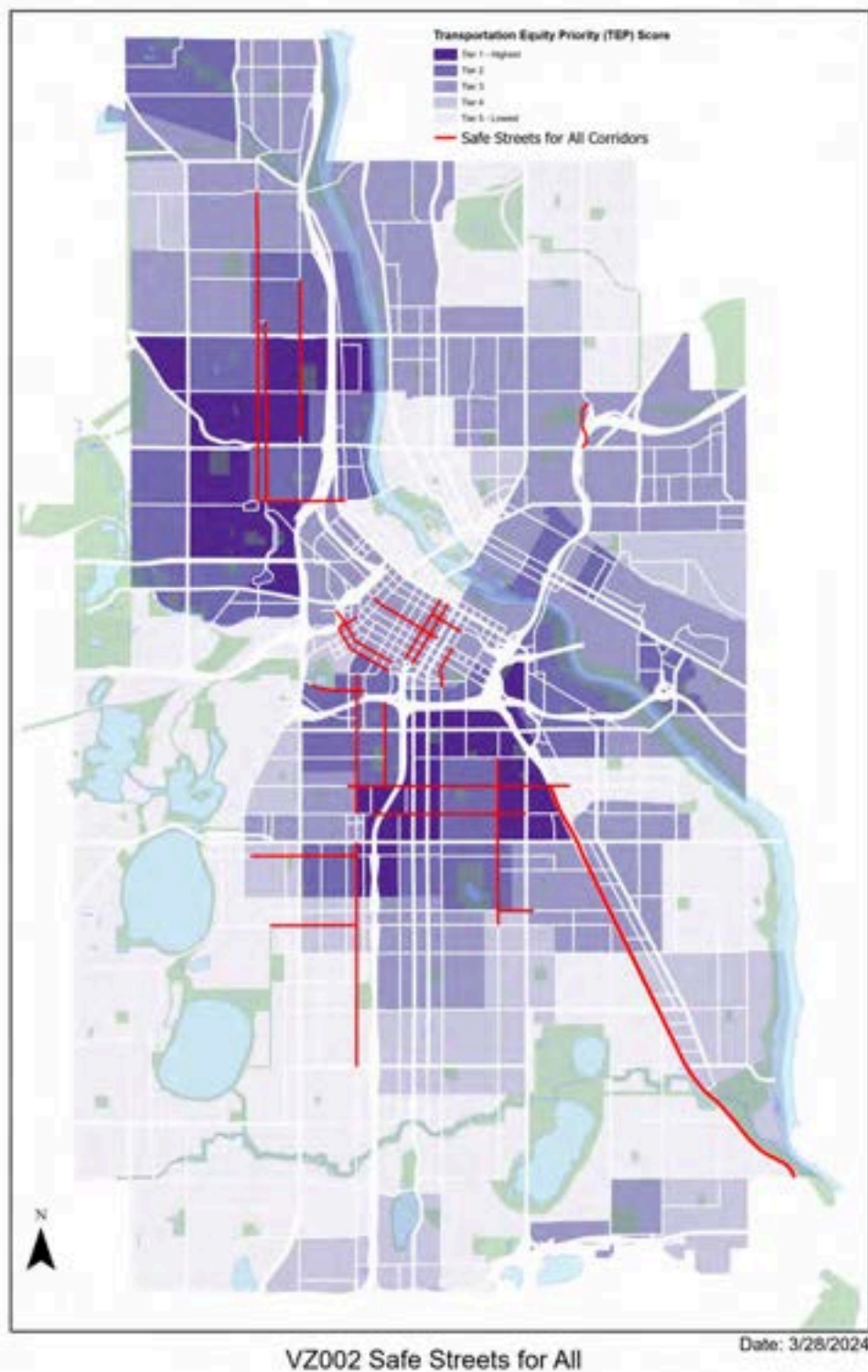
Our data shows that by focusing on creating more transportation options for people, we are providing opportunities for low-income and people of color in our community. Key data that make the explicit link between our work and advancing options for people who face economic disadvantages in Minneapolis include:

- 19% of residents live below 100% of the federal poverty thresholds (household income dependent on family size and composition); this number is 39% for black people, 34% for people of color and 15% for white people.
- 22% of residents live in high poverty neighborhoods; this number is 38% for black people, 34% for people of color and 15% for white people.
- 29% people of color households do not have access to a car; this number is 12% for white households.
- Average commute time for white workers is 23 minutes versus 24 minutes for people of color workers and 27 minutes for black workers.

Minneapolis faces some of the gravest racial inequities in the nation. The data above point to how that plays out in transportation options for people. Given this data, it is clear that by focusing on creating more and safer options for people to walk, bike, take transit, and access shared mobility services, we are advancing outcomes that can be directly felt by people experiencing hardship.

The Racial Equity Framework for Transportation (REF) documented the role that transportation projects have played in historic inequity, and created metrics to guide work meant to address it. It also contains an acknowledgement of historic harms and a commitment to transportation equity.

Transportation Equity Priority (TEP) Score Map



Additional Information

Not Applicable.

WTR12 Water Distribution Improvements

Project Details:

Project Start Date: 01/01/2014

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Yes

Current Phase: Planning & Construction

Level of Need: Critical

Department Priority: 1 of 16

Submitting Agency: Public Works - Water
Treatment and Distribution Services

Contact Person: Marie Asgian

Contact Phone Number: 612-673-5682

Contact Email: marie.asgian@minneapolismn.gov

Website:

Prior year(s) funding amounts: This is an on-going program that is funded annually. Prior years funding amounts from 2014 through 2024 total \$100,616,000.

Total project cost (all years): This is an on-going program that is funded annually.

Project Location:

Address: Various locations throughout the city

City Sector: Multiple

Neighborhood(s) Located: Various

Ward(s) Located: Various

Description of Location: Various locations throughout the city

Project Description

Water Distribution Improvement funds are used for rehabilitation or replacement of water main, hydrants, valves, meters, and other water distribution system components. The City's water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and manholes, and 100,000+ water meters with automated reading devices. This system reliably delivers high quality drinking water with sufficient flow to provide fire protection to all those living, working, or visiting the City as well as our suburban wholesale customers. Elements of original infrastructure dating back to 1872 when the City added water main for domestic use to the existing distribution system for fire protection, are still fully functional. The system has remained resilient and reliable due to strategic infrastructure reinvestment in renewal or replacement of water distribution system assets as funded by WTR12.

The Distribution improvement program work includes water main renewal (cleaning and lining, structural lining, etc.) and/or replacement. Replacement of hydrants, valves, manholes, and meters are also included.

Purpose and Justification

The Water Distribution Improvement program is a reinvestment in the City's infrastructure to maintain system reliability and viability. This annual program consists of the following major elements

- **Water main cleaning and lining-** 69% of the City of Minneapolis' 1,000 miles of water main are made of unlined cast iron pipe installed between 50 and 150 years ago. Almost all of the water main is structurally sound and in good condition. Over time, mineral deposits have built up on the inside of the unlined pipe, constricting flow and sometimes resulting in discolored water. Cleaning and lining is a cost-effective method of renewing water mains to restore the volume of flow in the pipe available for fire suppression and to resolve discolored water issues without digging a trench in the street. The cleaning and lining process consists of digging access pits at each intersection, pulling scrapers through the pipe to remove built-up mineral deposits and installing potable-grade cement lining to prevent future build-up. This is a permanent remedy that adds an estimated 50 years to the life of the water main.
- **Water main replacement or structural lining –** Although Minneapolis has one of the lowest rates of water main breaks in the country (4 per 100 miles of main), locations exist with recurring water main leaks. To remedy the problem the water main may be replaced or structurally lined. The structural lining process is similar to the cement mortar lining process except that the liner is a cured in place insert that is strong enough to hold its form even if the host pipe fails. This work saves money that would have been spent on repeated repairs which in turn minimizes interruption of service to residents for water main repairs.
- **Hydrant replacement-** In order to maintain citywide fire suppression, hydrants that are no longer operable and repairable must be replaced. Hydrants are also replaced when they are beyond their service life and leak below the ground, causing an unknown but potentially significant amount of water loss.
- **Valve and manhole replacement-** Valves are used to minimize the number of consumers impacted by a water main shut down. System valves and the manholes that house them are replaced at the end of their serviceable life. In addition to replacing valves and manholes at individual locations to address issues they are also replaced throughout water main cleaning and lining project areas as part of complete infrastructure renewal. Since valves and the associated manholes are typically located at street intersections, the access holes for cleaning and lining are placed at valves to minimize the excavation by using the same hole for water main lining and the valve replacement.
- **Meter replacement-** Water meters are the cash registers for the Water Enterprise Fund. Accurately metered water use is important so that customers are billed for the amount of water they use. This encourages conservation and allows the City to continue to treat and distribute high quality drinking water at an affordable cost. As meters near the end of their service life, the internal components tend to wear, causing the meter to register a lower volume than was actually used. In order to accurately bill customers on a monthly basis, worn meters need to be replaced.

Of the allocation for WTR12, the largest percentage is spent on distribution system renewal by water main cleaning and lining. Prioritization of full water main replacement or structural lining are prioritized and incorporated into program on a year-to-year basis based on condition assessment or operational changes. Hydrant replacement, valve and manhole replacements and meter replacement prioritization are straightforward as these are replacements in kind of water distribution system assets that are at the end of their service life. Since the rehabilitation needs of buried water main is not visible from the surface, the selection and prioritization of water main segments for cleaning and lining is less intuitive. For this reason, WTDS has included a more detailed explanation in this request.

Water Main Cleaning and Lining – Asset Renewal Prioritization

Background

Most of the City's 1,000 miles of water main is the original unlined cast iron pipe that was installed from the 1870s through the 1950s as the City developed. With one of the lowest water main break rates in the country (annually averaging 4 per 100 miles), most of the original water main is in structurally sound condition. However, like a cast iron skillet that hasn't been seasoned, the pipe develops surface rust that, while it is not structurally damaging, builds up on the inside of the pipe over the decades, constricting the flow through the pipe and intermittently resulting in rusty water at customers' taps.

The water distribution system has 672 miles of unlined cast iron pipes. Because of the volume and velocity of flow through the pipes, water mains larger than six- and eight-inches in diameter do not accumulate significant enough amounts of mineral deposits to constrict flow and result in discolored water at the tap.

For that reason, the primary focus of the water main cleaning and lining program is on the 525 miles of unlined six- and eight-inch water main.

Condition Assessment Metric

The thickness of the layer of mineral deposits in six-inch and eight-inch unlined cast iron water main affects both the likelihood/frequency of discolored water and the reduction in fire flow capacity. Residents that are tapped from an unlined water main with a small amount of buildup inside the water main will experience less frequent and less intense discolored water than residents tapped from a water main that is considerably constricted with buildup. Similarly, an unlined water main with a small amount of buildup will have a greater flow capacity than another same sized water main that is considerably constricted with buildup.

In the past, prior to having quantitative condition assessment data, water quality complaints of discolored water were used to identify candidate areas for water main renewal. This resulted in potential to underserve areas where residents were less likely to contact the City with complaints.

Water Treatment and Distribution Services has become more data driven and now uses asset management principles to evaluate water infrastructure and prioritize renewal and replacement. As part of this strategy, water distribution field operations crews collect condition assessment data using Geographic Information System (GIS) applications on mobile field devices during routine system maintenance activities. One set of data collected when crews are performing routine system flushing is hydrant flow. Hydrant flow testing measures the amount of water available to fight a fire from any given hydrant. Since the thickness of the layer of mineral deposit buildup on the inside walls of unlined cast iron pipe is proportional to both water discoloration issues and with loss of fire flow capacity, fire flow capacity can be used as a metric for both pipe performance and as a proxy for water discoloration. Locations for cleaning and lining projects in the City are now selected by comparing the hydrant flow data with the National Fire Protection Association (NFPA) guidelines for the type of properties served (residential, commercial, industrial).

Prioritization

Evaluation of the condition assessment data has resulted in three tiers of need based on the amount of constriction in six- and eight-inch water mains. The water main to be lined are prioritized first based on their condition with other considerations as to which year the work is performed. These include:

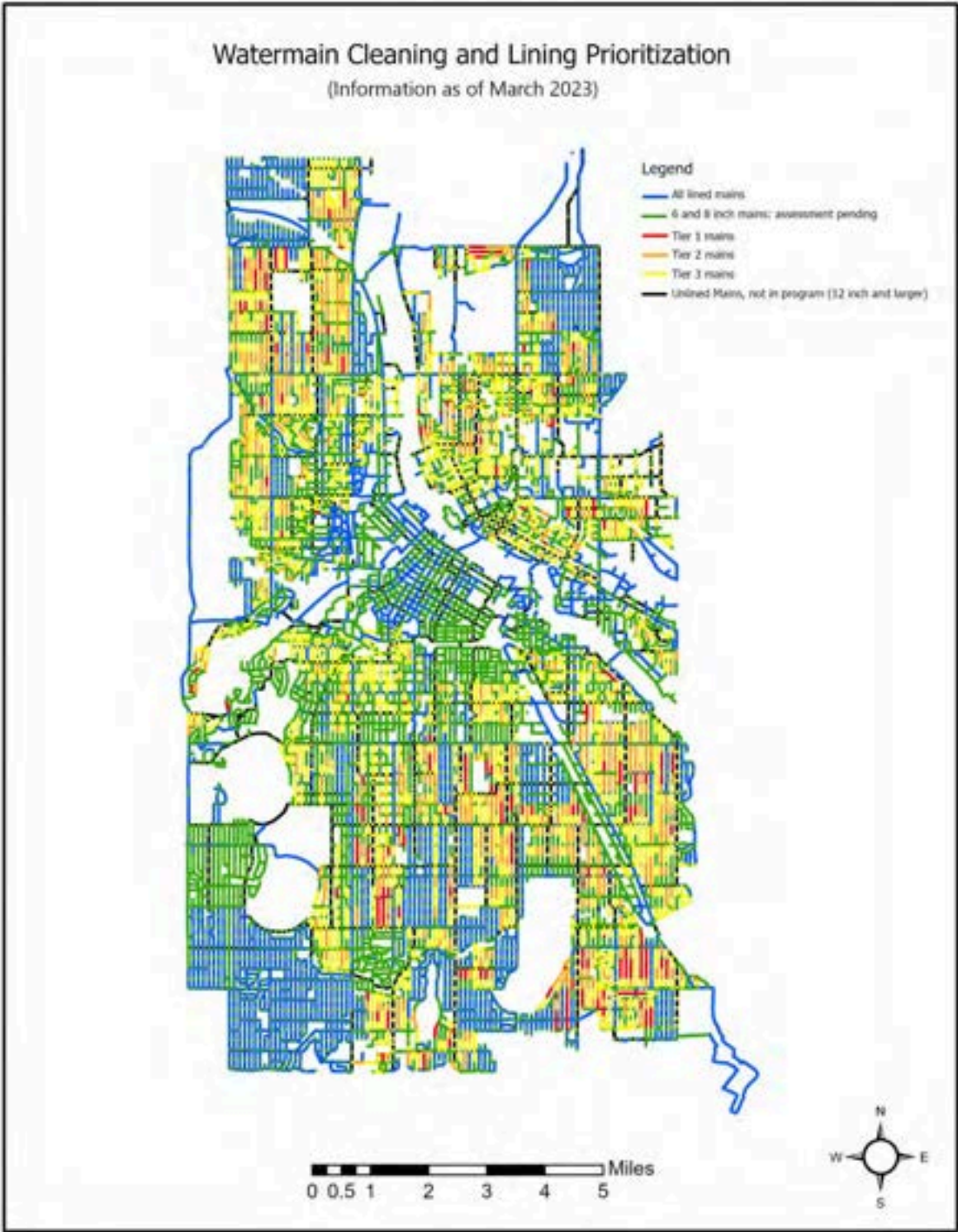
- The water main system is a branched system wherein a twelve-inch main feeds an eight-inch main which feeds a six-inch main. For a lining project to effectively solve a flow or water discoloration problem, all six- and eight-inch pipes on that branch need to be lined.
- Coordination with City, County, and State roadway reconstruction projects is given consideration. If a water main lining project is on the five-year horizon in a location where street reconstruction is planned, the lining project may be moved up so that it will be complete prior to road reconstruction. Lower tier projects may be delayed so they do not occur in years immediately following street reconstruction projects.
- Communities, within the framework of Justice40, “that are marginalized, underserved, and overburdened by pollution.”

Funding

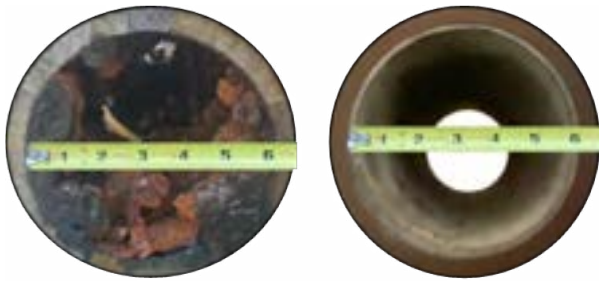
Current condition assessment data has documented the need to increase the amount of water main cleaning and lining performed each year. The Department appreciates that in 2021 CLIC identified that the program needed accelerated funding. To address this need, beginning in 2023, an ongoing increased level of funding was requested and approved for Water Distribution Improvements.

With the increased level of funding, beginning in 2024 the water main cleaning and lining program goal was set at 16 miles per year. At that level, water mains that have been identified (from condition assessment) as considerably constricted (first tier) can be lined by the end of 2026. Lining of water mains in the next tier of condition rating can be complete by the end of 2034 and all six- and eight-inch mains can be lined by the end of 2049.

Project Visuals and Map



Water Main Cleaning and Lining



Inside of a water main before and after cleaning and lining.

Water Main Structural Lining



Water Main - Structural Lining

Inside of a water main before and after structural lining.

Pipe tapping



A work crew making a water service line connection to a water main.

Hydrant replacement



Installation of a replacement fire hydrant. Water mains are typically buried 8' below the street surface.

Project Funding and Cost Breakdown

WTR12							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000	\$9,000,000
395400 - Water Revenue	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
REVENUES	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000
Expenses							
DANDPM - Design and Project Management	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000	\$600,000
CONSTC - Construction Costs	\$10,938,000	\$10,938,000	\$10,938,000	\$10,938,000	\$10,938,000	\$10,938,000	\$10,938,000
GOVER - General Overhead	\$462,000	\$462,000	\$462,000	\$462,000	\$462,000	\$462,000	\$462,000
EXPENSES	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000	\$12,000,000

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

For water main structural lining and for the replacement of hydrants, meters, valves and hydrants, the remaining life of the asset is less than 10 years. For water main cleaning and lining projects, the pipe is structurally sound but due to the accumulation of rust nodules (called tubercules) the performance is so impaired in terms of firefighting capacity that the remaining life is zero.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The assets replaced or rehabilitated as part of this project are in poor to fair condition. The means of determining the condition varies by the asset type. For mechanical components such as hydrants, valves, and meters, wear on the internal components occurs over time so age is factored in along with documented performance issues from maintenance crews. Components replaced as part of this project are operationally at or near failure. For water main, based on a Minneapolis water distribution system specific statistical study, age is not a factor for determining water main capital investment needs. Water main structural lining or replacement project locations are selected based on likelihood and consequence of failure parameters that include repeated history of leaks on a pipe segment, pipe bedding and social consequence of repeat failure. For water main cleaning and lining projects, project locations are selected based on hydrant flow testing data. The unlined mains are so constricted with mineral deposits that the flow does not meet guidelines for firefighting capacity. The existing performance of water mains scheduled for lining as part of this project, as measured by flow characteristics, is poor.

What is the expected useful life of the project/improvement?

50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

From a triple bottom line (social, environmental and financial) business risk exposure perspective, the largest consequence is social measures. Water main cleaning and lining restores adequate flow volume to water mains to sustain firefighting and improves aesthetic water quality by eliminating the source of discoloration. If a valve fails when a water main needs to be shut down for necessary work, the shut off needs to be extended to the next valve so that instead of perhaps two blocks of customers without water, four or six blocks would be without water. Water main replacement or structural lining is a remedy for water mains that are not structurally sound. Failure to perform this work will mean that residents and businesses that are served by the deficient water main will continue to endure chronic service interruption for unplanned repairs of water main breaks. Meters that are worn tend to under-report consumption, resulting in lost revenue for water that was consumed but didn't register on the meter.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and revenue bonds. Long term operation and maintenance costs will be covered by water revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

In addition to the regulatory requirements, secondary, non-enforceable standards have been established under the SDWA for “water aesthetics” (<https://www.epa.gov/sdwa/drinking-water-regulations-and-contaminants>). These secondary standards include color and iron. At times, all properties that are tapped from the 525 miles of unlined six- and eight-inch diameter cast iron water mains likely experience discolored water when accumulated rust on the inside of the pipe goes into suspension. While not a health risk (per US EPA), the water is discolored and unappealing. Until all unlined cast iron water main is lined as part of WTR12, these secondary goals will not be met.

The National Fire Protection Association (NFPA) issues guidelines for fire flows from hydrants that are in residential, commercial, and industrial settings. The flow rate from a hydrant is completely dependent on the capacity of the water main that the hydrant is tapped from. Small diameter (six and eight inch) water mains comprised of unlined cast iron become constricted with built up rust nodules (called tubercules) that accumulate on the interior of the pipe. This impedes the volume of flow available for fire suppression. Approximately 200 miles of six- and eight-inch diameter unlined cast iron water mains are performing at less than minimum firefighting capacity goals and need to be cleaned and lined to restore sufficient capacity.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

As of March 2024, all funding for this project is planned to come from water enterprise revenue and bond funds.

Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If Minneapolis' WTR12 program qualifies for grants or forgivable loans, those funding sources will be pursued.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Water main, hydrant, and valve replacement or renewal are performed in conjunction with City, County, and State road reconstruction projects to the extent feasible.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None.

Full service level means that assets meet service levels at an acceptable level of risk. The assets that are replaced or rehabilitated as part of WTR12 do not meet service levels at an acceptable level of risk (asset service level is between one and three). Upon completion of the work under this project, the assets will be replaced or rehabilitated to their expected useful life.

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. Since water distribution system projects are citywide, unavoidably some of the work occurs in transitway, transit route, or high-volume pedestrian corridors. As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The work is expected to lead to reduced operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

(\$10,000)

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

- Reduced maintenance needed for replaced fire hydrants.
- A significant portion of the allocation for WTR12 is used for water main cleaning and lining or structural lining, which consists of scraping the inside of cast iron water mains to remove built up mineral deposits and installing a smooth liner. The improved flow characteristics (reduced frictional loss) of the lined water main will incrementally reduce pumping costs in maintaining water system pressures.
- Water meters under-report when they are past their service life and the internal components are worn. This means that the customer is not paying for all of the water used. Water meter replacement does not necessarily achieve cost savings but does assist in cost recovery.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Some flexibility but limited. Many of the sub-projects within WTR12 are timed to precede work in the coming year or to coordinate with same year street reconstruction projects to optimize infrastructure investment. The meter replacement project is on a fixed timetable in order to ensure that the City continues to accurately bill customers for consumption.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The availability of fully functional fire hydrants with enough pressure and flow for fire suppression is critical to the Fire Department. In support of this need, part of the Water Distribution Improvements project is to replace fire hydrants that are past their service life and replace or rehabilitate water mains to improve flow.

Public Health: The health and vitality of our City relies on the ability for all residents to open the faucet and consistently get safe drinking water. This project supports the renewal and replacement of the water distribution system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Built Environment & Transportation: Water Distribution Improvements renew and replace water system infrastructure from the treatment plant to the tap so that the City can continue providing safe drinking water to homes and businesses and fire hydrants with reliable system pressure for fire protection. To the extent practical, water distribution improvement projects are coordinated with street reconstruction projects for holistic infrastructure upgrades along a corridor.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures that all residents have equal access to safe drinking water and fire protection.

Additional Information

The Water Distribution system is essential to the vitality of the City. The Water Distribution System Improvement project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents, businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.

WTR18 - Public Works Campus

Project Details:

Project Start Date: 2013

Estimated Project Completion Date: 2028

Ongoing Program: No

Current Phase: Planning / Design / Construction

Level of Need: Significant

Department Priority:

Submitting Agency: Public Works

Contact Person: Chris Backes

Contact Phone Number: 612-673-3774

Contact Email: chris.backes@minneapolismn.gov

Website:

www2.minneapolismn.gov/government/projects/public-works/hiawatha-campus-expansion

Prior year(s) funding amounts: \$84,330,000

Total project cost (all years): \$105,014,000

Project Location:

Address: 1901 East 26th Street

City Sector: East

Neighborhood(s) Located: Phillips

Ward(s) Located: Ward 9

Description of Location: Existing City of Minneapolis Hiawatha Maintenance Facility

Project Description

The project will renovate and improve the current Hiawatha Maintenance Facility site to provide for the currently unmet Municipal Operational needs.

Purpose and Justification

Strategic real estate planning for the City envisioned Public Works operations being consolidated on strategically located campuses. Since 1991, the City's south campus planned on leveraging the City's existing (commonly referred to as the Hiawatha Maintenance Facility) site at 26th Avenue and Highway 55 and expanding to the south as existing Public Works facilities needed replacement.

The City acquired the former "Roof Depot" properties with the expressed purpose of further developing and expanding the current Hiawatha Maintenance Facility site. In 2023 it was decided that the City would pursue selling the property at 1860 East 28th to the neighborhood group. This project will now explore what can be done to improve existing site and will also help improve collaboration between multiple operational groups in the City.

Project Visuals and Map



Project Funding and Cost Breakdown

WTR18							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
386101 - Transfer Fr Equipment 06100	\$726,000	\$791,000	\$791,000	\$791,000	\$792,000	\$0	\$0
391002 - Net Debt Bonds Issued	\$2,114,000	\$2,307,000	\$2,306,000	\$2,306,000	\$2,309,000	\$0	\$0
391003 - Enterprise Bonds Issued	\$6,475,000	\$2,072,000	\$2,073,000	\$2,072,000	\$2,074,000	\$0	\$0
391004 - Other Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
391005 - Special Assessment Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$9,315,000	\$5,170,000	\$5,170,000	\$5,169,000	\$5,175,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$450,000	\$350,000	\$350,000	\$350,000	\$350,000	\$0	\$0
CONSTC - Construction Costs	\$8,507,000	\$4,621,000	\$4,621,000	\$4,620,000	\$4,626,000	\$0	\$0
GOVER - General Overhead	\$358,000	\$199,000	\$199,000	\$199,000	\$199,000	\$0	\$0
EXPENSES	\$9,315,000	\$5,170,000	\$5,170,000	\$5,169,000	\$5,175,000	\$0	\$0

Asset Condition

Asset type: Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The existing East Yards facilities will be demolished or reused for other purposes as it coordinates with FIR11

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Current facilities at the Public Works campus were mostly renovated in 2010 as Phase I of the project and the City hope to explore improvement that will improve the usability of the existing site and working conditions for Public Works team members.

What is the expected useful life of the project/improvement?

75 - 100 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Deferring or delaying the project will result in increased cost due to market escalation of Construction cost and additional carrying cost of the facility at 1860 East 28th Street. Deferring the project will also result in additional cost for Public Works operations due to limited space on the existing site and needing to use space on other sites or leased locations. This project has been on hold for a while with the uncertainty of the 1860 28th Street East property.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This Project will construct a City Facility that will be owned and operated by the City of Minneapolis like the previous Phase I portion of the project

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

The existing Campus was constructed to a LEED Gold Certified level and the City will work to make improvement using sustainable construction and operations practices.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

2

The current Public Works campus could use improvements to better facilitate Public Works operational needs and collaboration between working groups.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

None at this time.

Describe status and timing details of secured or applied for grants or other non-City funding sources:

A Mississippi Watershed Management Organization grant to improve storm water quality will be applied for in the future. The project will qualify for utility rebates for energy efficient mechanical and electrical components.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

TBD.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

TBD as the project get and update scope and design.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

To be determined as project is further developed

Does the project support redevelopment opportunity that without the project would be infeasible?

To be determined as project is further developed

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Along the Hiawatha LRT, two blocks from the Lake Street station. The Project design team will use the Complete Streets Policy and Vision Zero initiatives to inform the design and opportunities for connections.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

The Project design team will use the Vision Zero and Complete Streets Policies to improve public safety and inform the design and opportunities for connections.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

This will be pursued but may vary depending on the final site configuration for the project.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

To be determined a final scope is still being configured.

What is the estimated annual operating cost increase or (decrease) for this project?

To be determined with final design.

Year that Operating Incr/(Decr) will take effect?

2028.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff.

Although the systems are more energy efficient (approximately 30%) the savings are offset by bringing more fresh air, exhausting harmful pollutants, and controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

If there are any additional operating costs (compared to existing), these costs will be included in the 5 year financial plan for the City.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

The intended life of a new facility should be at least 75 years with a small incremental capital investment

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Expected completion in 2028, timeline may vary depending on site resolution.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Most of design was completed by 2022 the next project activities include completion of environmental remediation and demolition. Phased construction was planned to begin in mid-2023 but is now on hold based on the potential sale of the property located at 1860 28th St East.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is flexibility in the project schedule, but the operational gains will be delayed and interim costs keeping existing facilities functioning will occur.

starting at approximately the 10th year of operations
and with major building systems replacement
starting in the 25th year of operation.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services:

The City prioritizes reliable and equitable access to high-quality public services. The City provides adequate and equitable services to all neighborhoods in the City. Finance & Property Services (F&PS) strives for efficiency, transparency, and responsibility as stated in the City's goal. F&PS follows the City's purchasing procedures to ensure fair selection of services and detailed in-house project-by-project accounting ensures each project has a carefully managed budget. The Hiawatha Maintenance Facility campus improvements will enhance the City's ability to provide critical Public Works infrastructure 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. Minneapolis is a national leader in sustainability, pursuing an agenda to minimize its ecological footprint, use of natural resources conservatively, and continue to build a healthy economy. All purchases are made with an eye towards sustainability. F&PS strives to improve environmental performance and reduce waste with every project. The Hiawatha Maintenance Facility campus improvements will enhance the City's ability to provide sustainable resource practices and environmental protection.

Built Environment & Transportation:

The City prioritizes high quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the City through thoughtful planning and design. The design and construction of the Hiawatha Maintenance Facility campus improvements will benefit the City residents through improved and equitable access to utility infrastructure, street and sidewalk maintenance and repair services provided. Transportation is vital to the city's social, economic and environmental health. The City recognizes the key role of transportation in meeting the City's sustainability goals for reducing carbon dioxide emissions and improving air quality and strives to help meet them through this plan. The concept of a multi-modal system is one that integrates a wide range of transportation choices into a functioning flexible network. The City continues to encourage investment in an interconnected multi-modal transportation system that supports sustainable growth.

Public Health:

The City Prioritizes positive youth development so that all children can grow healthy and safe The City strives to increase health and quality of life for neighborhood residents through community design of healthy environments, which include; safe and secure walkways, adequate public transportation, accessible nutritious foods, and the reduction of disease-causing risk factors, such as lead poisoning through remediation programs. The Public Health programs are extensive and outreach programs are on-going, F&PS goals are to support these efforts and enhance the programs.

Arts and Culture:

The City prioritizes arts and culture as important part of inclusive economic development and placemaking in our communities: The City seeks to incorporate the arts into projects when it can, by partnering with the City of Minneapolis's public art program. The Hiawatha Maintenance Facility campus improvements will apply for a public arts grant.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Phillips Community.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

This community is 70.7% BIPOC.

What data is available or missing? How can you obtain additional data?

N/A

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

EAW, Phillips Community, Planning committee of the whole, Planning Commission, etc.

Describe the engagement and what have you learned?

This project has had several community and neighborhood engagement process and activities Please refer to the project website listed above. Project process informational meetings were provided again in October of 2022. Currently the project is on hold per council direction to pursue potential land sale

Analysis

How does the outcome for this project help the city achieve racial equity?

To be determined as project is further developed

Additional Information

The proposed Public Works campus improvements will resolve the deficiencies of the existing facilities, thereby improving the City's ability to provide Public Works services to all of its customers in the most efficient and cost effective manner.

The design team is has looking at the advantages of improving the existing Central Stores building, and of combining Departmental Stores functions into a new building for efficiencies. A parking structure will be needed to allow consolidation of activities for efficient operations. More vehicles and equipment will be stored inside and covered, extending their lives, and reducing start-up delays. Improved conference, muster and locker facilities will be provided.

WTR23 - Treatment Infrastructure Improvements

Project Details:

Project Start Date: 01/01/2014

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Yes

Current Phase: Planning, Design & Construction

Level of Need: Significant

Department Priority: 2 of 16

Submitting Agency: Public Works – Water
Treatment and Distribution Services

Contact Person: Peter Pfister

Contact Phone Number: 612-661-4906

Contact Email: peter.pfister@minneapolismn.gov

Website:

Prior year(s) funding amounts: This is an on-going program that is funded annually. Prior years funding amounts from 2014 through 2024 total \$40,000,000

Total project cost (all years): This on-going program is funded annually at \$3,000,000

Project Location:

Address: Various locations throughout the city

City Sector: Multiple

Neighborhood(s) Located: Various

Ward(s) Located: Various

Description of Location: Various locations in Minneapolis and Fridley & Columbia Heights Treatment campuses

Project Description

Many small to medium-sized improvement projects are necessary to maintain operation of the water treatment plants and pump stations on the drinking water treatment campuses. New projects are identified based on condition assessments and prioritized based on an organized risk evaluation system. Anticipated projects include improvements to obsolete control system infrastructure, repair of aging treatment plant piping, improvements to security and safety systems, replacement of pumps, and chemical storage and feed system improvements.

Purpose and Justification

The goal is to design and deliver multiple as-needed projects each year to address risk in a timely manner avoiding reactive capital repair projects. The existing water filtration plant in Columbia Heights was constructed from 1913 to 1918 with water to the campus provided by 1900-vintage transmission pipelines. Pre-treatment sections of the 1925 Fridley Filter Plant remain in service. The Fridley Softening Plant was completed around 1940. Each plant has chemical feed systems that have a shorter expected life than the building structures to be replaced under this program. Ten pump stations ranging in age from 1 to 120 years have 45 pumps and associated motors, valves, and piping. Process control and monitoring equipment

need regular updating. All of these facilities, including transmission piping and valves within and between the treatment campuses need replacement of significant parts or systems to maintain operability.

Project Visuals



Recently installed CO2 equipment



Sanitary lift station at



Pumps and pump starting equipment at pump station no. 5



Heating boilers at pump station no. 6

Project Funding and Cost Breakdown

WTR23							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
395400 - Water Revenue	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
REVENUES	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Expenses							
DANDPM - Design and Project Management	\$480,000	\$480,000	\$480,000	\$480,000	\$480,000	\$480,000	\$480,000
CONSTC - Construction Costs	\$2,405,000	\$2,405,000	\$2,405,000	\$2,405,000	\$2,405,000	\$2,405,000	\$2,405,000
GOVER - General Overhead	\$115,000	\$115,000	\$115,000	\$115,000	\$115,000	\$115,000	\$115,000
EXPENSES	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000

Asset Condition

Asset type:

Multiple sub-projects – generally Vertical Infrastructure with some Horizontal Infrastructure

Is this request a new capital project or an existing project?

Mostly Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Multiple sub projects / assets – varies. Many of the assets have passed their predicted useful life

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

There are multiple sub projects / assets. Treatment Infrastructure Improvements Project rehabilitates/replaces assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating systems for all 4000+ assets in its water treatment asset registry. Assets are given scores (from 1 to 10) in three categories: physical condition, operational performance, and reliability. Physical condition ratings range from (1) Excellent condition/like new to (10) Unserviceable.

Operational performance ratings range from (1) Exceeds current requirements to (10) Failing/not capable of sustaining required performance. Finally, reliability ratings range from (1) As specified by manufacturer to (10) virtually inoperable. These three ratings are combined in a weighted average to generate an overall Likelihood of Failure score from 1 to 10. This Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

The assets replaced or rehabilitated as part of this project are variable in their type, age, and function, and are in poor to fair condition. The means of determining the condition varies by the asset type. For mechanical components such as pumps and valves, wear on internal components occurs over time so age is factored in by itself as an indicator of remaining service life in addition to performance degradation or more frequent maintenance.

What is the expected useful life of the project/improvement?

Multiple sub projects / assets. Expected useful life varies.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The sub-projects involve assets with varying levels of condition and consequence for deferred construction / replacement. The sub-projects are generally prioritized to include assets that carry the most business risk exposure, a concept which takes into account the consequence of failure and the likelihood of failure for a given asset.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

No non-city funding sources, assets will be maintained using Water operating budget.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

There are numerous codes and standards that govern the design and construction of our assets, some examples include:

- American Water Works Association (ANSI/AWWA) Standards set forth minimum requirements in terms of material quality, design strength and performance, quality control/quality assurance, and other relevant standards for equipment, systems, and chemicals to be used in treatment and distribution of drinking water, such as pipe, valves, hydrants, treatment chemicals, etc. Older assets may not comply with new versions of these standards or to standards created subsequent to the implementation of a new standard.
- Recommended Standards for Water Works (10-State Standards) set forth recommended engineering design of water treatment and distribution systems.
- National Electric Code sets forth requirements for the safe design, operation, maintenance, repair, and testing of electrical components. Older equipment and facilities often do not meet current NEC standards or make it more difficult to comply with them, and as projects are designed and constructed, these issues can be addressed.
- Occupational Health and Safety Administration (OSHA) Standards provide requirements for design of safe facilities in regard to such issues as fall protection, working clearances, machinery guarding, etc. Older equipment and facilities often do not meet current OSHA standards, or make the standards more difficult to comply with, and as projects are designed and constructed, these issues can be addressed.
- Chlorine Institute Standards provide requirements for the safe handling, storage, and use of chlorine, in the City's case for disinfection of water.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this program is planned to come from water enterprise revenue.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None finalized. Custom efficiency rebates (electric power savings) from Xcel Energy are applied for where applicable.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not applicable, projects take place inside water treatment plants / property.

Full service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk.

Generally 3, but varies among sub projects.

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

There are a variety of different sub-projects within this project. Some of them address assets at the end of useful life or otherwise in poor condition that require undue amounts of maintenance. These subprojects will reduce maintenance costs. Other subprojects are more geared toward improving things such as ease of operation, efficiency, and safety of existing processes.

What is the estimated annual operating cost increase or (decrease) for this project?

\$0

Year that Operating Incr/(Decr) will take effect?

Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for neutral change or decrease in operating cost. Attempts to improve efficiency are pursued wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Establish annual goals and schedules for each sub-project. No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is available, as long as systems remain operational.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: The Treatment Infrastructure Improvements project allows us to manage and improve the water treatment infrastructure. All of the facilities need replacement or rehabilitation of significant parts or systems to maintain operability and continue providing high quality drinking water to all customers.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Sub-Projects under this Project will benefit the entire City as well as wholesale customers

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water

What data is available or missing? How can you obtain additional data?

None

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

None – projects are generally internal to the water treatment campus and facilities

Describe the engagement and what have you learned?

Not applicable

Analysis

How does the outcome for this project help the city achieve racial equity?

The projects are essential to providing safe and reliable drinking water and fire protection equally to all residents.

Additional Information

We have developed a prioritized list of projects, so that progress in improvements can continue in the case of certain projects being delayed or if other projects must be accelerated due to an imminent need arising

WTR27 - Automated Meter Reading Technology

Project Details:

Project Start Date: 01/01/2016

Estimated Project Completion Date: 12/31/2026

Ongoing Program: No

Current Phase: Construction

Level of Need: Significant

Department Priority: 3 of 16

Submitting Agency: Public Works - Water

Contact Person: Marie Asgian

Contact Phone Number: (612) 673-5682

Contact Email: marie.asgian@minneapolismn.gov

Website:

Prior year(s) funding amount: \$250,000 in 2016, \$2,620,000 in 2017, \$5,200,000 in 2018, \$4,690,000 in 2019, \$1,500,000 in 2020, \$2,200,000 in 2021, \$1,200,000 in 2022, \$740,000 in 2023, and \$2,700,000 in 2024

Total project cost (all years): \$23,700,000

Project Location:

Address: Citywide

City Sector: Citywide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Citywide

Project Description

This project replaces the automated water meter reading (AMR) technology used to report customer water usage to the City's utility billing system and implements a cloud-based 'smart cities' software solution to collect and manage meter reading data. This project was initiated in 2017 because the batteries of most of the automated meter reading devices were at the end of their 20-year life expectancy.

Purpose and Justification

This project replaces and upgrades the AMR technology. AMR devices are separate from the meter but connected to the meter with wiring. The Water Treatment and Distribution Services Division (WTDS) owns approximately 103,000 water meters and AMR devices (located inside the water customer's building at the basement level where the water service line enters the property).

The water usage data collected monthly from the AMR devices are used to produce over 12 million utility bills each year. The benefits of this project are twofold: 1) end of life replacement of the AMR equipment; and 2) enhanced services to City water customers.

The existing AMR system has been in place for 20 years and is due for replacement and upgrade. Most of the AMR devices are at the end of their 20-year battery life expectancy and need to be replaced before the battery dies and the AMR stops reporting. When automated meter reading devices stop reporting the billpayer is issued an estimated bill. In cases where the reporting device stopped reporting the meter

continues to record usage. Customers may face unforeseen hardship if actual consumption exceeds the estimation when the device is eventually replaced

The initial plan included replacing all residential water meters in addition to the AMR devices. With no established industry standards for residential water meter replacement, most utilities replace them on a 20 year +/- schedule. During the project, WTDS decided to initiate a study to evaluate the remaining useful life of Minneapolis residential water meters. Using a statistician's prescribed methodologies, a random sample of water meters removed from homes were tested by WTDS using standard meter testing protocols. The meter accuracy testing results showed that the internal mechanics of the meters had not significantly degraded during the past 20 years and their expected useful life could be extended. Minneapolis' quality water is believed to have contributed to the lack of meter degradation and resulting extended useful life.

In early 2020, this project was paused. When it resumed in 2023, just the AMR devices are being replaced and not the water meters. This is a data-based decision rooted in asset management principles and will result in substantial overall cost savings for the utility.

The increased WTR27 budget. Not replacing the water meter will allow installers to complete twice as many AMR device installation per day, resulting in a 50% reduction in city labor costs for the project.

Project Visuals and Map

Photo of automated reading device and water meter



Project Funding and Cost Breakdown

WTR27							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$2,700,000	\$1,300,000	\$1,300,000	\$0	\$0	\$0	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$2,700,000	\$1,300,000	\$1,300,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$135,000	\$65,000	\$65,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$2,461,000	\$1,185,000	\$1,185,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$104,000	\$50,000	\$50,000	\$0	\$0	\$0	\$0
EXPENSES	\$2,700,000	\$1,300,000	\$1,300,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type: IT and Equipment

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Most of the existing AMR devices have been in place for over 20 years and are due for replacement/upgrade. The devices are at the end of their 20-year battery life expectancy and need to be replaced before they stop reporting.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Devices are functional until the end of their 20-year battery life. Based on installation date recorded in the Utility Billing system, many of the devices are at the end of their life expectancy.

What is the expected useful life of the project/improvement?

20 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

If this project is not funded, the AMR device batteries will die before the meter reading devices are replaced. Without a working battery, the devices will not report actual usage data from the water meter and customers will be billed for estimated use. After three months without an actual meter reading, City Ordinance requires water meter readings to be collected manually. Staff would need to physically go to the property and the customer would need to allow them entry to the premises to manually read the meter. We do not have enough staff to collect manual reads and operational costs would skyrocket if we returned to door-to-door manual meter reading.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Once installed, the AMR devices require minimum maintenance and are “run to failure” until the battery dies. With an estimated battery life of 20 years, a similar replacement capital program will be required in 20 years time. There are no non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Per City Ordinance 509.880. - Meter reading, "Readings of all meters used for determining charges shall be attempted at least once every month." We are currently meeting this standard but will not be able to stay ahead of device failure rates if life cycle replacements are not performed. AMR devices allow meter readings to be collected remotely without entering the property. Without these devices, we would need to manually capture the meter readings and we do not have enough staff to collect manual readings.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means actual water meter readings are collected monthly and transmitted by automated meter reading devices for all 103,000 water meters. Replacing AMR devices ahead of battery life failure allows us to continue obtaining over 99% actual monthly meter readings through remote devices resulting in 1.2 million water bills a year. Automated meter reading technology is either working (score of five) or not (score of one). At present, the assets are at a five but as the battery life is expended over the next five years, an increasing number of devices will fail and become a score of one.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

The City of Minneapolis Surface Water and Sewers Division contributes to the capital and operations and maintenance expenses of customer meters in the form of an annual transfer payment.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None planned

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None planned

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Cost neutral

What is the estimated annual operating cost increase or (decrease) for this project?

\$0

Year that Operating Incr/(Decr) will take effect?

2025. The cost of operating and maintaining the automated water meter reading technology is the same since the new devices that are a part of this project are a replacement in kind.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for no net change in operating cost

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not new infrastructure, replacing existing infrastructure. Planning for no net change in operating cost.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

None anticipated.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

This project is in the construction phase. Upgraded technology has been installed in many homes and work will be ongoing until completion. Since this project requires entry into every property in the city to replace equipment in the basement, COVID19 has impacted the schedule. Project completion is now estimated to be at the end of 2026. At this time, no increase in overall project budget is anticipated

Prior year remaining bond authorizations will be used in 2025 on installations and upgrades.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

There is a limited amount of flexibility to increase or decrease funding per year by scaling the specific project areas. The implementation of this project is managed by geographic sections of the City which could be increased or decreased in the plan for each year. It should be noted that if reduction in funding significantly delayed the project completion, operational costs would increase. Throughout the duration of project implementation, dual meter reporting systems (the old legacy system and the new AMR system) need to be maintained including software and data collection hardware maintenance and support agreements.

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: Among the benefits are improved customer service and readily available consumption data that will promote water conservation. These benefits provide a better overall service to all our customers

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods impacted.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All customers benefit from billing metered water consumption monthly. Customers can see the difference in their bill for metered consumption when they conserve water. While this does not address equity, all customers benefit from water revenue collection to fund the treatment and distribution of safe drinking water with pressures and flows available for fire suppression.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses when water service will be impacted by project activities. All entries into properties to service water meter reading devices are scheduled with the customer. Most customers willingly allow access when the city uses a good customer service approach.

Analysis

How does the outcome for this project help the city achieve racial equity?

While this project does not specifically help the city achieve racial equity, it provides a stable use-based revenue stream that funds the ability to treat and distribute safe drinking water to all properties with pressure and flows for fire suppression.

Additional Information

WTR29 -Columbia Heights Campus Upgrades

Project Details:

Project Start Date: 01/01/2017

Estimated Project Completion Date: 12/31/2030

Ongoing Program: No

Current Phase: Planning

Level of Need: Significant

Department Priority: 7 of 16

Submitting Agency: Public Works – Water
Treatment and Distribution Services

Contact Person: Peter Pfister

Contact Phone Number: 612-661-4906

Contact Email: peter.pfister@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$2,000,000 in 2017,
\$250,000 in 2018, \$450,000 in 2019, \$510,00 in
2020, \$0 (zero) in 2021, \$450,000 in 2022,
\$1,500,000 in 2023, and \$1,100,00 in 2024.

Total project cost (all years): \$24,160,000

Project Location:

Address: 4500 Reservoir Boulevard

City Sector: Citywide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Columbia Heights
Treatment campus

Project Description

The Columbia Heights water treatment campus still has systems in operation that were constructed as early as 1897. This program implements a systematic strategy to replace the function of structures built prior to about 1920. A replacement chemical storage and feed system was completed in 2019/2020. The remaining primary need is to remove the open reservoir from service due to reservoir structural deterioration and water quality concerns. The open reservoir receives water pretreated at the Fridley campus. Removal of the reservoir requires a means to convey spent membrane backwash from the Columbia Heights Membrane Plant to the Fridley campus (a distance of approximately 3 miles). From 2017 to 2022 the focus had been on access, hydraulic evaluation, and rehabilitation of an existing drain line for this purpose. Future project direction costs will be guided by a campus wide treatment train evaluation and study that is under way and will be completed in 2024.

Purpose and Justification

Currently, all water pretreated at the Fridley water treatment campus and pumped to the Columbia Heights campus for treatment at the Columbia Heights membrane plant flows through the Open Reservoir. The Open Reservoir has several concerns, including structural deterioration, vulnerability, and recurring water quality issues. The structure and liner system installed in the early 1990s are showing signs of deterioration. Spent membrane filter wash water from the ultrafiltration membrane plant is recycled to the Open Reservoir as well. To allow removal of the Open Reservoir, significant piping must be constructed and rehabilitated to convey water to and from the treatment processes that are remaining for the longterm.

A system-level condition assessment of the treatment system at the Columbia Heights campus has been performed and a draft technical memorandum that provides guidance towards a restoration, repair and replacement of components has been received.

Project Visuals and Map

Overview of Columbia Heights Campus



Project Funding and Cost Breakdown

WTR29							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$1,100,000	\$0	\$0	\$1,100,000	\$2,800,000	\$6,000,000	\$8,000,000
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$1,100,000	\$0	\$0	\$1,100,000	\$2,800,000	\$6,000,000	\$8,000,000
Expenses							
DANDPM - Design and Project Management	\$176,000	\$0	\$0	\$176,000	\$448,000	\$960,000	\$1,280,000
CONSTC - Construction Costs	\$882,000	\$0	\$0	\$882,000	\$2,244,000	\$4,809,000	\$6,412,000
GOVER - General Overhead	\$42,000	\$0	\$0	\$42,000	\$108,000	\$231,000	\$308,000
EXPENSES	\$1,100,000	\$0	\$0	\$1,100,000	\$2,800,000	\$6,000,000	\$8,000,000

Asset Condition

Asset type:

Both horizontal (pipelines) and vertical infrastructure (facilities)

Is this request a new capital project or an existing project?

Existing.

If the project is an existing asset, what is the observed remaining life of the asset?

The open reservoir has reached the end of its useful life

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Fair to poor: structural deterioration, not meeting operational performance requirements

The Columbia Heights Campus Upgrades project rehabilitates and/or replaces assets in the division's water treatment infrastructure.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

What is the expected useful life of the project/improvement?

40 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The open reservoir is deteriorating over time, no sudden or catastrophic failures are imminent. The existing treatment process sequence remains the same as it has been for the past 17 years but improvements are warranted based on water quality considerations. Existing systems are becoming inadequate with respect to current operational performance requirements. Additional maintenance monies put into the existing system will not address the issues.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Funding for this program is planned to come from water enterprise revenue and bond funds. Opportunities for federal funding under the Infrastructure Investment and Jobs Act administered via the Minnesota State Drinking Water Revolving Fund will be determined as specific projects are identified. Long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Safe Drinking Water Act requirements. Existing process meets all water quality requirements but there are imminent cyanotoxin concerns due to algae growth.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level will include: robust storage, pipeline, and, if necessary, pumping systems that convey softened water to the Columbia Heights campus and spent membrane wash water to Fridley campus for recycling.

The existing infrastructure is at service level 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

As of March 2024, all funding for this program is planned to come from water enterprise revenue and bond funds. Federal monies authorized under the Infrastructure Investment and Jobs Act (once appropriated) are to be disbursed through the state Drinking Water Revolving Fund administered by the Minnesota Department of Health. If projects qualify for grants or forgivable loans, those funding sources will be pursued.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None planned.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Elimination of the Open Reservoir from the treatment process sequence will result in reduced operating costs.

What is the estimated annual operating cost increase or (decrease) for this project?

Reduction in chemical use is anticipated with cost savings dependent upon chemical unit pricing.

Year that Operating Incr/(Decr) will take effect?

When the project is complete, tentatively targeted for 2030.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for neutral change or decrease in operating cost.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2017 – 2020: Rehabilitation and construction of vaults to access key drain line and softened water force mains

2018 – 2019: Replacement of CHFP pretreatment chemical storage and feed system

2020: Cleaning of drain line and feasibility study for drain line rehabilitation

2021 – 2022: Update of prioritized improvement plan and program cost (outside of capital program)

2023 – 2024: Perform a high level analysis of the Columbia Heights treatment process

2024 - 2025 Perform a more detailed condition assessment of the high-risk assets as determined from the high level analysis:

2026 – 2030: Design and perform work as needed to those high-risk assets to ensure continued treatment operations

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Flexibility is possible to adjust expenses between years.

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: Some of the water infrastructure on the Columbia Heights water campus installed from 1894 to 1920 is still in operation, but sometimes has the potential to impair water quality aesthetics. The Columbia Heights Campus Upgrades project is a prioritized list of improvements to bring the systems on that campus to modern standards. The water treatment system on the Columbia Heights campus works together with the treatment systems on the Fridley campus to supply high-quality water to the whole city.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods benefit equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water treatment and distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses when water services will be impacted by projects activities Explain what is involved in producing safe drinking water through tours and/or videos.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to reliable safe drinking water and fire protection.

Additional Information

The Open Reservoir has experienced water quality issues related to seasonal algae growth. This increases the cost of water treatment, and could potentially cause taste and odor concerns. The operational work-around is to use a small bypass system during seasonal periods of concern, but the plant capacity is severely limited due to the lack of capacity to adequately recycle spent filter backwash water. 2015 evaluations determined rehabilitation of an existing drain line to convey the backwash to the Fridley campus 3 miles away was cost effective relative to construction of backwash storage and treatment at Columbia Heights or a new drain line between the campuses. However, the existing drain line is located below two water mains and the ability to access, assess, and clean the line to a point where rehabilitation planning and design can begin has taken considerably more effort than anticipated. Should the rehabilitation of the drain line prove infeasible, the overall campus upgrade plan needs to be re-evaluated.

WTR31- Electrical Service Rehabilitation

Project Details:

Project Start Date: 01/01/2018
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Construction
Level of Need: Significant
Department Priority: 4 of 16
Submitting Agency: Public Works – Water
Treatment and Distribution Services
Contact Person: Chris Larson
Contact Phone Number: 612-661-4903
Contact Email:
christopher.larson@minneapolismn.gov
Website:
Prior year(s) funding amounts: \$2,000,000 in 2019,
\$2,000,000 in 2020, \$2,800,000 in 2021,
\$9,700,000 in 2022, \$6,950,000 in 2023, and
\$3,600,000 in 2024.
Total project cost (all years): \$29,300,000

Project Location:

Address: 4100 Marshall Street NE
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Fridley Treatment campus

Project Description

The project will rehabilitate the incoming electrical service equipment at the water treatment campus in Fridley and the raw and primary finished water Pump Station 5 (PS 5). The existing electrical components and systems vary in age from 40 to 90+ years. The project will replace Switchgear, Motor Control Centers, Transformers, electrical duct bank, main Bus-bar conductors and supporting equipment and materials. The new system will include modern controls and communications to improve efficiency. The new equipment also will include provisions for future connections to alternative and renewable energy sources.

Purpose and Justification

Pumps, and the electrical power serving them, are vital to delivering water into treatment and on to our customers. The existing electrical equipment has worked effectively for such a long time but many of the components are nearing the end of their life as documented by initial detailed condition assessments. Modern electrical equipment will include many safety enhancements which will help protect personnel as well as the equipment. The new control systems will allow increased efficiency of operation, which is important since the pump station is the largest consumer of power in the City. A sequence of priorities has been developed to coordinate the most needed changes first while maintaining continuous operation.

Project Visuals and Map

Overview of south half of the Fridley campus including Pump Station 5 (left) and Fridley Softening Plant (upper middle)



Obsolete emergency generator in one of the pump stations



Pump motors in blue at one of the plant buildings

Project Funding and Cost Breakdown

WTR31							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$3,600,000	\$2,250,000	\$0	\$0	\$0	\$0	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
REVENUES	\$3,600,000	\$2,250,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$576,000	\$360,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$2,886,000	\$1,803,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$138,000	\$87,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$3,600,000	\$2,250,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Medium voltage equipment at Fridley Campus is at or past the end of its effective life.

2012 Consultant report to replace existing busbar at PS5.

2014 Consultant report recommended the following

- 2.4kV bus medium priority – replace with UL-listed medium voltage busway product in 5-10 yrs.
- 2.4kV federal pacific switchgear replace in 5 yrs
- All motor controllers for the ten low service pumps and nine high service pumps– poor condition- replace in 5yrs
- 480V federal pacific switchboard is obsolete- poor condition- replace 5-10yrs.
- Interior lighting custom or prescriptive rebate- 5-10yrs
- Correct NEC working clearances around existing motor starters.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Minneapolis Water has experienced multiple outages on the medium voltage service cables originally installed in 1928. Two metering cabinets have also required equipment replacement due to maintenance not being performed. Three aged motor starters have failed, and there are no longer replacement parts available.

What is the expected useful life of the project/improvement?

30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Costs of deferring the project include increased maintenance costs to address failing equipment. Emergency repair costs and investing in keep the existing system running will be required if this project is deferred.

Operational risk to deferring or cancelling the project is the risk of not being able to power the Fridley campus or motors at PS5. To maintain a reliable level of service, the electrical infrastructure needs to be upgraded.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is provided by bond funds. Over the long-term, operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act (SDWA). Electrical infrastructure at the Fridley campus powers the treatment processes necessary for regulatory compliance. The Minnesota Department of Health requires sustained pressure in the distribution and the National Fire Protection Association (NFPA) guidelines for fire flows/fire protection. These flows and pressures are maintained by high-service pumping infrastructure on the Fridley campus.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level entails: minimum of 35 psi water pressure provided, energy use optimized and assets able to meet service levels at an acceptable level of risk.

Previously, the service level was listed as a 2. The project is nearing completion and is on track to meet the goal of a 5. The current level of service is 4. Water pressure is able to be maintained but there are still areas of risk that are present which are to be addressed.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None planned. Timelines and design are shared with Xcel Energy should they want to do repair or upgrade work without causing additional shutdowns on individual service lines.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None planned

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Operating costs are maintained.

Present equipment is difficult to safely maintain without major interruption to operation. With redundant switchgear, maintenance can safely be performed without interruption to operations. Electricians' labor can be shifted from reactive repair and capital project support to proactive maintenance.

What is the estimated annual operating cost increase or (decrease) for this project?

Optimized inspection and preventative maintenance strategies may warrant additional staffing in future years with associated labor costs. Increased energy efficiency may decrease overall power usage and associated costs slightly.

Year that Operating Incr/(Decr) will take effect?

Additional inspection activities would begin in 2024.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Planning for neutral change or decrease in operating cost. Upgrading the equipment will allow smarter controls to reduce peak usage on high power equipment while maintaining the level of service to customers. An increase in electrician staffing levels may be warranted in the future.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

The project was initiated in 2019 with the design of upgrades to the electrical components of the major raw and finished water pump station happening in parallel with condition assessment of other major campus electrical infrastructure. Based on that initial work, five major phases of the overall program are planned:

2019 – 2020: Raw/Finished Water Pump Station Starter Replacement: Design
2020 – 2021: Procurement
2021 – 2024: Construction
2021 – 2022: Main Campus Switchgear Replacement: Procurement
2022 – 2023: Design and Construction
2023 – 2024: Fridley Softening Plant 480V Electrical Service -Design and Procurement
2023 - 2024: Construction
2023 – 2024: North Campus Switchgear and Electrical Service - Design and Procurement
2025: Design and Construction
2023 – 2026: Miscellaneous prioritized electrical improvements

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility will be allowed to adjust work between years once the phased plan is initiated because the build-out schedule of the electrical distribution system is set to ensure continuity of operations.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The water supply system is vital to fire-fighting safety for the entire city. The Electrical Services Rehabilitation project will replace and strengthen major infrastructure components needed to deliver water to the city.

Public Services: The Electrical Services Rehabilitation project will extend the life and reliability of the water supply system for the whole city.

Environmental Justice: The Electrical Services Rehabilitation project will create possibilities for connecting renewable energy.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods benefit equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water treatment and distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

The project has been able to progress with no impact to City residents due to planning and project phasing. By integrating backup generators and utilizing the existing water storage structures, the City has been able to maintain distribution system water pressure while working on the treatment campus electrical system.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to reliable safe drinking water and fire protection.

Additional Information

Electricity is required to power pumps to move water and for treatment process equipment to operate. Ensuring reliability of the electrical system supports the reliability of the water service. Installing infrastructure to allow pump optimization will allow the City to decrease its monthly energy costs and make the City a better steward of existing resources and the environment.

WTR32 - Softening Plant Chemical System Improvements

Project Details:

Project Start Date: 01/01/2019
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Design
Level of Need: Significant
Department Priority: 5 of 16
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Dale Folen
Contact Phone Number: 612-661-4908
Contact Email: dale.folen@minneapolismn.gov
Website:
Prior year(s) funding amounts: \$2,000,000 in 2020, \$25,000 in 2021, \$1,675,000 in 2022, 10,150,000 in 2023, and \$7,500,000 in 2024.
Total project cost (all years): \$30,950,000

Project Location:

Address: 4100 Marshall Street NE
City Sector: Citywide
Neighborhood(s) Located: All
Ward(s) Located: All
Description of Location: Fridley Treatment campus – Water Softening Plant

Project Description

The water softening plant is a vital part of the treatment system that takes water from the Mississippi River and transforms it into high quality drinking water. This project focuses on replacing and improving outdated chemical feed systems that make the softening plant work. The most significant chemical added in the softening plant is calcium hydroxide, which removes water hardness minerals and the natural organic matter (plant matter) that is in the flowing river. Calcium hydroxide is formed in the plant by adding water to a material called "Lime" (which comes from limestone, a calcium-rich natural mineral). The mixing process is called slaking, and the machines that perform the mixing are called Lime Slakers.

Purpose and Justification

Removing the natural organic matter from the water is important because this reduces the development of disinfection by-products that would otherwise occur in the following treatment steps to prepare the water for drinking. The mineral removal is important because it reduces cost for all customers because they do not need to purchase or operate a home water softener. The softening process is also an important part of producing a stable water that does not cause corrosion of lead and copper in customer's home plumbing.

Currently, there are six lime slakers in use at the softening plant. The existing slakers are near the end of their serviceable life. Maintenance frequency has increased, replacement parts are limited in availability, and controls are obsolete. The project will replace existing slakers with a new batch slaking system. The batch slaking system will provide accurate lime dosing, substantially reduce annual maintenance efforts and

cost. Lime storage is done with multiple bins, which are concrete containers that are located on the second floor of the softening plant. The slakers are supplied from active storage bins with limited capacity. There are secondary storage bins, adjacent to the active bins, which amount to a total capacity of about one month of storage, which is near the industry standard. However, the secondary bins require manual transfer to the active storage bins before that lime can be used. This manual transfer of the chemical has inherent safety risks and requires extensive labor (using personal protective equipment), mechanical equipment, and electrical power. The project will include new outdoor storage silos to replace the existing lime storage facility. The new silos will have a total capacity to provide at least 30 days of lime usage and have an automated system to transfer the entire volume to the feed equipment.

The existing system that transfers lime from rail cars or trucks to the storage bins was installed in 1940s. The system has required frequent repairs and is near the end of its service life. The proposed project will include a new lime transfer system that is automated to improve operator safety and minimize labor.

Additional funds have been added to the budget for the years after the lime system replacement. The second vital chemical used at the softening plant is called Alum. This is a coagulant, which aids the treatment process by causing small particles in the water coagulate into larger particles that will settle out of the water. The storage tank for Alum is over 50 years old, and only holds a few days of needed chemical during summer days, causing resiliency concern. The related feed equipment is nearing end of life, so condition assessment and replacement planning is appropriate.

The third important chemical used at the softening plant is Powdered Activated Carbon (PAC), which is used to remove taste and odor from the water flowing to the filter plant on the Columbia Heights campus. The Storage tank for PAC is over 60 years old and should have a structural evaluation. The nearby structure is being rehabilitated during 2024. The feed equipment is nearing end of life, so condition assessment and replacement planning is appropriate.

Project Visuals and Map

The project is located on the water treatment campus in Fridley. The existing permanganate building at FSP will be repurposed to house the new batch slaking system. The new storage silos will be constructed north of the existing permanganate building. The new lime transfer system will be located in the existing track trestle area.



The image above is from a three-dimensional model of the system during design phase



Lime delivery by rail car within the Fridley Softening Plant track trestle

Project Funding and Cost Breakdown

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$7,500,000	\$500,000	\$7,000,000	\$100,000	\$1,500,000	\$500,000	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$7,500,000	\$500,000	\$7,000,000	\$100,000	\$1,500,000	\$500,000	\$0
Expenses							
DANDPM - Design and Project Management	\$1,200,000	\$80,000	\$1,120,000	\$16,000	\$240,000	\$80,000	\$0
CONSTC - Construction Costs	\$6,012,000	\$401,000	\$5,611,000	\$80,000	\$1,202,000	\$401,000	\$0
GOVER - General Overhead	\$288,000	\$19,000	\$269,000	\$4,000	\$58,000	\$19,000	\$0
EXPENSES	\$7,500,000	\$500,000	\$7,000,000	\$100,000	\$1,500,000	\$500,000	\$0

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

Lime Storage and Feed system - 3 to 4 years
Alum Feed System - 5 to 8 years
Alum Storage - already obsolete
Powdered Activated Carbon Feed system - 5 to 8 years
Powdered Activated Carbon Storage - uncertain

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The existing Lime Storage and Feed System has a high Likelihood of Failure (LOF) score. Frequent repairs have been needed to keep the system operational, the equipment is near or past the typically expected life span, and repair parts are sometimes not available, so specialized fabrications are needed. The Consequence of Failure (COF) is very high. The softening process is vital to the water treatment process performing the dual role of mineral removal and removal of natural organic matter and described above. The existing storage system also has an increased COF due to the safety concerns for the employees

The existing Alum Storage System has a high Likelihood of Failure (LOF) score. The Consequence of Failure (COF) is very high. The small storage volume makes the plant vulnerable to interruptions in trucking deliveries. Without Alum, the softening plant will not function properly. The Alum Feed equipment has a medium LOF and COF scores due to redundancy, but equipment is aging. The existing Powdered Activated Carbon storage and feed system have a medium LOF score and a medium to high COF score

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure score are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

What is the expected useful life of the project/improvement?

Lime Storage and Feed system - 25 to 40 years
Alum Feed System - 10 to 15 years
Alum Storage - 20 to 30 years
Powdered Activated Carbon Feed system - 10 to 15 years
Powdered Activated Carbon Storage - 20 to 30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The existing slakers and lime storage and transfer system are near the end of their service life requiring extensive maintenance work. The 2021 maintenance cost for the system is approximately \$170,000. Deferring this project would result in annual maintenance cost exceeding \$200,000, possible system failure, and unacceptable risk to the utility's ability to produce safe drinking water.

Alum and Powdered Activated Carbon are vital to the production of high-quality water.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act. (SDWA). The U.S. Environmental Protection Agency (USEPA) sets safe drinking water standards through the SDWA. These standards limit the amount of specific contaminants allowed in drinking water. Minneapolis Water Treatment and Distribution Services distributes safe, high-quality drinking water meeting USEPA drinking water standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk. The existing infrastructure is at service level 2 with the goal of meeting service level 5 after project completion.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount.

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project.

None planned

Describe any inclusion of public art with the project or collaboration with Art in Public Places.

None planned

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The operating and maintenance costs will be reduced.

What is the estimated annual operating cost increase or (decrease) for this project?

The estimated annual maintenance cost for the new lime system is approximately \$70,000, a 60% reduction from current annual maintenance cost. The new lime system will also have more efficient use of chemical. Expect to have 10% reduction in lime use decreasing the annual chemical cost from \$2M to \$1.8M.

Alum and Powdered Activated Carbon operational costs will not change due to their updates and renovation.

Year that Operating Incr/(Decr) will take effect?

2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Replacement of the existing equipment will reduce the labor and materials cost of the on-going repairs. Expanded lime storage will enable more deliveries of lime by rail car rather than trucks, reducing unit chemical costs, labor costs to unload, and lowering carbon footprint for delivery. Improvements to slaker equipment, and space utilization are anticipated to result in more efficient operation and maintenance with a corresponding reduction costs.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable, costs are expected to decrease.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2019: RFP for program consultant and preliminary planning (in-depth alternatives assessment and basis of design)

2020 – 2024: Preliminary Design, Detailed Design, Equipment selection and procurement

2025 – 2026: Installation and Construction

2027: Condition Assessment and operational evaluation of Alum and Powdered Activated Carbon

2028: Design and Construction (tentative costs shown, pending results of evaluations)

2029: Finish Construction

Prior year remaining bond authorizations will be used in 2023-2025 for detailed design, equipment procurement and construction.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: The Softening Plant Chemical Feed improvements project will result in comprehensive long term improvements to the lime softening chemical feed and storage system. Effective and reliable lime softening is a key water treatment process to continue providing high quality drinking water to all customers.

Public Health: The Softening Plant Chemical Feed improvements project will result in comprehensive long term improvements to the lime softening chemical feed and storage system. Effective and reliable lime softening is a key water treatment process to remove organics and minimize disinfection byproducts. Young children are particularly susceptible to adverse effects of disinfection by-products.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods will benefit equally.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Minneapolis Water Treatment and Distribution Services hosts tours for the community Minneapolis school students and residents come to these tours to learn how safe drinking water is produced The existing and future softening plant lime system are part of the tour

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to safe drinking water

Additional Information

Water division spends over \$2 million on lime annually. This program enhances and ensures efficient and effective use of this chemical in lime softening- the key process in our overall drinking water treatment profile.

WTR34 - Fridley Facilities and Campus Improvements

Project Details:

Project Start Date: 01/01/2020

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Yes

Current Phase: Planning and Design

Level of Need: Desirable

Department Priority: 13 of 16

Submitting Agency: Public Works – Water
Treatment and Distribution Services

Contact Person: Annika Bankston

Contact Phone Number: 612-673-2191

Contact Email:

annika.bankston@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$750,000 in 2020,
\$3,500,000 in 2021, \$0 in 2022 and 2023, and
\$500,000 in 2024.

Total project cost (all years): \$11,000,000

Project Location:

City Sector: Citywide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Fridley Treatment campus

Project Description

Implement a facilities master plan at the Fridley Campus of the Division of Water Treatment and Distribution Services related to personnel workspaces, equipment storage, materials warehousing, and maintenance shops to more efficiently run the business of the utility. Expected projects include renovations of interior spaces, two to five new buildings, improved roadways, stormwater management and green infrastructure.

Purpose and Justification

The Fridley Campus of Water Treatment and Distribution Services (WTDS) was developed beginning in 1925. The age of the buildings has generated some concerns and inefficiencies for the operation of the utility. Most of the office spaces are not compliant with the Americans with Disabilities Act (ADA). Locker rooms and restrooms are dated. Security improvements are included in the Fridley campus program through both updated and expanded physical security equipment for access control and surveillance and more secure visitor and delivery traffic routes and meeting spaces. Maintenance activities require modernized spaces for safe and efficient work. For example, we perform painting and coating of many of the specialized fittings and equipment used in our utility. Our paint shop and its paint booth, with associated environmental controls, need to be improved. The existing vehicle mechanic shop has limited access and functionality due to its location in the basement of an old building that is a candidate for demolition.

The final location for the new Water Distribution Facility may have sufficient space for warehousing and weather-protected storage for maintenance and construction materials. If location does not have sufficient space, a new warehouse and yard storage facility will need to be added at the Fridley campus for stores and warehousing operations for both the Distribution and Treatment operations of the utility.

Project Visuals and Map

The specific building and sub-projects have not yet been finalized; however, the images below show some renderings of the possible configurations of the Fridley Campus at project completion



Figure 1: Fridley campus master plan aerial overview looking northwest towards the Mississippi River



Figure 2: Fridley campus master plan aerial overview looking northeast at a rendering of the future entry gate reconfiguration and propose administration building



Figure 3: Fridley campus master plan aerial overview looking northeast with renderings of the future entry gate reconfiguration and propose administration building (top center), and proposed warehouse building and mechanics shop (far right).

Project Funding and Cost Breakdown

WTR34							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$500,000	\$750,000	\$0	\$1,000,000	\$4,500,000	\$0	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$500,000	\$750,000	\$0	\$1,000,000	\$4,500,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$25,000	\$37,000	\$0	\$50,000	\$225,000	\$0	\$0
CONSTC - Construction Costs	\$456,000	\$684,000	\$0	\$912,000	\$4,102,000	\$0	\$0
GOVER - General Overhead	\$19,000	\$29,000	\$0	\$38,000	\$173,000	\$0	\$0
EXPENSES	\$500,000	\$750,000	\$0	\$1,000,000	\$4,500,000	\$0	\$0

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing and new (mix)

If the project is an existing asset, what is the observed remaining life of the asset?

Existing building spaces were last constructed or renovated 25 to 40 years ago and have reached the end of useful life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

A condition and needs assessment of interior spaces in existing facilities was conducted in 2021. Many spaces were recommended for window replacements and HVAC improvements. While other spaces are in useable condition, all rated high priority for upgrades necessary to meet the expectations of a modern/current workspaces, each 5 on a scale of 1 to 5. Projects are further prioritized based on weighted criteria of safety and security, criticality to operations, potential O&M cost savings, resiliency impacts, and scheduling importance.

What is the expected useful life of the project/improvement?

25 to 50 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Our employees need modernized facilities to work safely and effectively. Modern spaces and facilities help make the City of Minneapolis an employer of choice.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

No additional non-City funding sources.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Design of new buildings will conform with the International Building Code and adhere to ADA standards. Improvements will be designed to LEED criteria appropriate for their building and project type. Renovations will adhere to similar standards to the extent possible in old buildings.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Modernized facilities and campus grounds that promote employee safety, collaboration, efficiency and well-being and are welcoming to visitors and our outside partners. Overall current rating is 3.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None planned

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None planned

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Expect a decrease in operating cost due to efficiencies in building mechanical systems and incorporation of renewable energy sources.

What is the estimated annual operating cost increase or (decrease) for this project?

There is no submetering of existing buildings' electrical and natural gas usage on the Fridley campus so specific quantification of energy cost savings are not yet possible.

Year that Operating Incr/(Decr) will take effect?

Dependent upon project phasing.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

The proposed project will result in decreased operating costs that are directly related to modern design standards, including utilization of the criteria of Leadership in Energy and Environmental Design (LEED). Renewable energy opportunities will be maximized.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

New infrastructure to be constructed will be determined during subsequent phases of the project.

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2020: Selection of consultant to prepare needs assessment and prioritize needs, and develop alternatives. 2021: Developed master plan defining sub-projects and planning-level cost estimates. 2022 - 2024: Architectural design of renovations of existing interior spaces (offices, locker rooms, lunchrooms, etc.). 2024 - 2030: Renovation of interior spaces and continued cycles of design and construction of phased projects.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is possible to adjust expenses between years.

If the final location for the Water Distribution Facility (WTR43) lacks sufficient space for warehousing and yard storage, the construction of a warehouse and storage facility at the Fridley campus that serves the entire utility will be necessary and higher priority.

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: People spaces will be made more accessible. Improved traffic flow and traffic safety is a core driver for the project.

Public Services: Services can be delivered more effectively and professionally in modern facilities. Deficiencies of the existing facilities can be addressed thereby improving the City's ability to provide drinking water to all of its customers in the most efficient and cost-effective manner.

Environmental Justice: Facilities will be improved under current design standards, including utilization of the criteria of Leadership in Energy and Environmental Design (LEED) and incorporation of renewable energy improvements.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The water treatment campus is in the City of Fridley in a public facilities district zone. While the project is outside Minneapolis, all areas of our city benefit from the reliable production of safe drinking water.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit equally from the reliable production of safe drinking water.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform the public.

Collaborate with affected employees.

Describe the engagement and what have you learned?

When giving tours of the existing campus, the need for more accessibility is apparent.

Analysis

How does the outcome for this project help the city achieve racial equity?

Modern spaces accommodating the needs and styles of a diverse workforce serve to promote the city as an employer of choice to have a workforce more reflective of the community we serve.

Additional Information

Services provided by the water division can be delivered in a more effective and professional manner with the implementation of more modern facilities. Deficiencies of the existing facilities can be addressed thereby improving the City's ability to provide safe and reliable drinking water to all of its customers in the most efficient and cost-effective manner.

WTR35 - Renewable Energy at Water Treatment Campuses

Project Details:

Project Start Date: 01/01/2020

Estimated Project Completion Date: 12/31/2030

Ongoing Program: No

Current Phase: Planning

Level of Need: Important

Department Priority: 14 of 16

Submitting Agency: Public Works – Water Treatment and Distribution Services

Contact Person: Dale Folen

Contact Phone Number: 612-661-4908

Contact Email: dale.folen@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$2,500,000 in 2020 and \$500,000 in 2024.

Total project cost (all years): \$8,000,000

Project Location:

Address: 4100 Marshall Street NE & 4500 Reservoir Boulevard

City Sector: Citywide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Fridley & Columbia Heights Treatment campuses

Project Description

This program plan is to design and install a variety of renewable energy sources to supply power to the water treatment and pumping systems in the Water Division. The installations would be owned and operated by the City. Design was completed on the first project to construct a photovoltaic solar energy system at the Columbia Heights campus. Upon receiving cost proposals for the system in 2021 the capital cost of the system would not have been offset by electrical cost savings and the project would adversely impact the water enterprise fund. In partnership with the Property Services Division, the Water Division pursued a Power Purchase Agreement for the installation but that solar developer cancelled the agreement. Work has begun to pursue Direct Pay Tax Credits as part of the Inflation Reduction Act of 2022. This legislation allows tax exempt agencies to benefit from Renewable Energy tax credits similar to those previously offered to private companies.

Future projects will evaluate more solar installations at the Water division's treatment campuses in Columbia Heights and Fridley. Work will also consider opportunities to develop wind or small-scale hydroelectric sources. Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impact the enterprise funds grants or other means of offsetting capital costs will be necessary.

Purpose and Justification

The Minneapolis City Council and Mayor Jacob Frey adopted goals on April 27, 2018 for Minneapolis to move to 100% renewable electricity for municipal facilities and operations by 2022 and citywide by 2030.

The City's goal of 100% renewable electricity for enterprise operations is met through solar subscription programs, in which the Water division participates. The City has an additional goal that 10% of the renewable electricity comes from on-site generation within City enterprise property limits. These goals serve as a strategy to meet the City's aggressive greenhouse gas emission reduction and climate change goals by moving away from fossil fuels.

The Minneapolis Division of Water Treatment & Distribution Services uses 8 to 9 million kilowatt-hours (kWh) of electricity per year to treat and distribute (pump) water from its Columbia Heights campus. An additional 30 Million kWh per year are used by facilities on its Fridley campus. In order to meet the adopted goals for the City, renewable energy generated on-site must be integrated into the energy portfolio of the Water Division's treatment and pumping infrastructure.

Ongoing work will continue to evaluate and plan feasible locations for additional solar installations as well as consideration of wind and hydropower energy recovery. The Fridley campus has land area that could potentially allow installation of power generation systems. The timing for projects on the Fridley campus need to be coordinated with the ongoing Electrical Service Rehabilitation program (WTR31).

Project Visuals and Map

Location (yellow box) of future solar array at Columbia Heights campus



Project Funding and Cost Breakdown

WTR35							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$500,000	\$1,000,000	\$0	\$4,000,000	\$0	\$0	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$500,000	\$1,000,000	\$0	\$4,000,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$80,000	\$160,000	\$0	\$640,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$401,000	\$802,000	\$0	\$3,206,000	\$0	\$0	\$0
GOVER - General Overhead	\$19,000	\$38,000	\$0	\$154,000	\$0	\$0	\$0
EXPENSES	\$500,000	\$1,000,000	\$0	\$4,000,000	\$0	\$0	\$0

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

New

If the project is an existing asset, what is the observed remaining life of the asset?

Not applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable

What is the expected useful life of the project/improvement?

25 to 30 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

No operating impacts to the Water division.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

Each project will require a financial review to assess the payback and the amount of upfront capital debt that should be issued. If the payback for projects adversely impact the water enterprise fund grants or other means of offsetting capital costs will be necessary.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Solar America Board for Codes and Standards (Solar ABCs)
Institute of Electrical and Electronics Engineers (IEEE)
National Fire Protection Association (NFPA) issues the National Electrical Code® (NEC), the Uniform Fire Code.

There are many detailed requirements and recommendations in each of the standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Project will meet service level target when renewable energy generated on-site comprises the required portion of the Water division's electrical use necessary to meet City goals.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Each project will require a financial review to assess the payback and the amount of up-front capital debt that should be issued. If the payback for projects adversely impact the water enterprise fund, grants or other means of offsetting capital costs will be necessary.

The Investment Tax Credit as part of the Inflation Reduction Act of 2022 could grant between 30 and 50 percent of the project cost. This legislation allows tax-exempt entities to be eligible for direct payment of tax credits. Initial review of the Act provisions appears that these projects are suitable for the credits. Further detailed investigation has begun.

Further, Minnesota Climate Innovation Finance Authority (MNCIFA) has issued a Request for Information from clean energy project developers and asset owners. MNCIFA is looking to support projects in Minnesota that have financial needs that cannot be fully met by existing financial tools available on the private market. City staff has replied to the Request for Information.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

To be determined.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None planned.

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The Columbia Heights solar array will lead to a small increase in maintenance costs and a larger decrease in operating costs for a net savings in operating and maintenance costs.

Future projects' operating and maintenance costs will be assessed during evaluation stages.

What is the estimated annual operating cost increase or (decrease) for this project?

For the Columbia Heights solar array year one operating costs are expected to decrease by \$125,000 while maintenance costs are expected to be \$10,000. This will lead to a net savings of approximately \$115,000 per year.

Future projects' operating costs will be assessed during evaluation stages.

Year that Operating Incr/(Decr) will take effect?

For the Columbia Heights solar array the cost increase will take place when the array becomes operational, which is expected to be 2025.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Minneapolis Water will no longer need to purchase the electricity generated by the array from Xcel Energy. This leads to operating cost savings in the form of reduced electricity expenses. There is expected to be a small amount of maintenance each year for the solar array. Operating cost savings are determined each year by evaluating the rates Minneapolis Water would have paid for the electricity generated by the solar array. As Xcel Energy rates are expected to increase over time, operating costs are expected to grow over time.

Future projects' operating costs will be assessed during evaluation stages.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

2021: Design solar array at Columbia Heights Campus

2022 -2023: Evaluate power purchase agreement with solar developer for array at Columbia Heights Campus (developer unsuccessful)

2024: Investment Tax Credit as part of the Inflation Reduction Act of 2022 and if funding appears likely, update 2021 design and request bids or proposals

2025: Construction of Columbia Heights campus photovoltaic array.

2026: Evaluation of additional sites for solar or wind installations on campus lands and buildings and associated financing strategies. Initial focus will be on a large footprint area available at the Fridley campus.

2027 and beyond: Potential Construction, and continued identification of feasible renewable installations and financing options.

Prior year bond authorizations will be used for design and necessary site improvements.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility is possible. The entire program will be a series of sub-projects.

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Life Cycle costs (incorporating capital costs, electrical cost savings, and maintenance cost increases) will be evaluated for all alternatives and impacts to the Water enterprise fund operating budget and long-term pro forma will be evaluated and transparently communicated to Public Works and Finance Departments and the City Council

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Environmental Justice: Using renewable energy sources for drinking water treatment and distribution

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The entire city will be served equally by this program on the water treatment campuses and the benefits of incorporating renewable energy into the division's portfolio.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous supply and distribution of drinking water throughout Minneapolis.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Prior efforts by others to solicit public engagement and support of the city's Climate Action Plan.

Division will inform neighbors in vicinity of specific projects.

Describe the engagement and what have you learned?

Future task

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will serve the whole city equally.

Additional Information

The capital budget for this program is requested to allow flexibility of constructing, owning and operating the renewable energy systems. If an option is found for each specific setting that is more economically viable than owning the system, then the better option will be pursued.

WTR36 - Southwest Pump Station Replacement

Project Details:

Project Start Date: 01/01/2023

Estimated Project Completion Date: 12/31/2026

Ongoing Program: No

Current Phase: Planning

Level of Need: Important

Department Priority: 12 of 16

Submitting Agency: Public Works – Water
Treatment and Distribution Services

Contact Person: Chris Larson

Contact Phone Number: 612-661-4903

Contact Email:

christopher.larson@minneapolismn.gov

Website:

Prior year(s) funding amounts: \$750,000 in 2023
and \$850,000 in 2024.

Total project cost (all years): \$5,400,000

Project Location:

Address: 4000 France Avenue South

City Sector: Southwest

Neighborhood(s) Located: Linden Hills, East
Harriet, Fulton, Lynnhurst, Fuller

Ward(s) Located: 8, 10, 11 & 13

Description of Location: Southwest Pumping
Station

Project Description

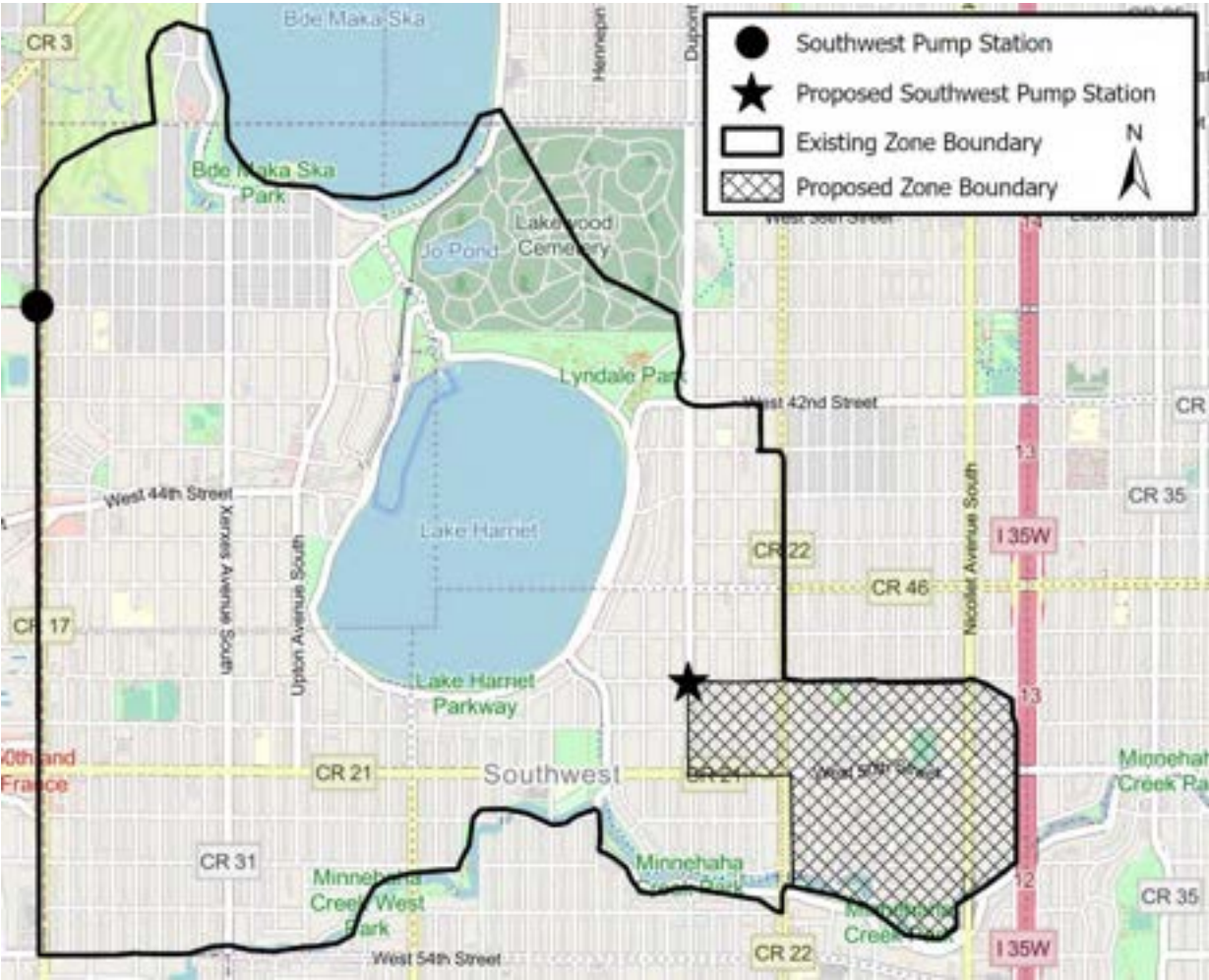
Replace an existing pump station with one providing adequate water pressure to elevated areas in the southwest portion of the city. The existing pump station was built as an interim facility in the 1960s as a part of a long-term plan of adding a large-volume water storage reservoir at the far end of the water distribution system in anticipation of increased water demands. Since that time, demand has leveled off or decreased and other reservoirs were built at a higher elevation near the treatment campuses northeast of the city. Hydraulic modeling has confirmed the existing elevated storage will remain effective during pumping outages such as in the event of power loss. Moreover, those hydraulic studies have shown that energy efficiency and system reliability can be improved in the southwest area by reducing the size of the high service area. A small pump station is still needed to serve highest elevation area in the southwestern zone of the city. This project will install the new pump station and perform associated pipe and valve replacements, repairs and modifications in the distribution system at the boundaries of the new pressure zone.

Purpose and Justification

The existing pump station was built with a different operating philosophy and unrealized future conditions which makes it over-sized and inefficient for the current needs. Further, since it was constructed as an interim facility, the pumps, equipment and building structure have reached their end of life. Modifications to

the pressure zone boundary are planned to optimize the station size and distribution system operations within the pressure zone while maintaining adequate fire flows and system pressures in the area.

Project Visuals and Map



This map displays the realignment of both the existing and proposed Southwest High Service Zone



Photo of the existing SouthWest Pump Station.

Project Funding and Cost Breakdown

WTR36							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$850,000	\$3,350,000	\$450,000	\$0	\$0	\$0	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$850,000	\$3,350,000	\$450,000	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$450,000	\$600,000	\$200,000	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$367,000	\$2,621,000	\$233,000	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$33,000	\$129,000	\$17,000	\$0	\$0	\$0	\$0
EXPENSES	\$850,000	\$3,350,000	\$450,000	\$0	\$0	\$0	\$0

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The project replaces an existing asset that is past its useful service life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Condition of pump station is poor. Pump operational failures have occurred and pumps need more maintenance than is typical for similar equipment. Poorly-configured piping and valve systems necessitate the whole pump station be taken out of service to inspect or repair a pump. Condition of some valves in distribution system is poor. A check valve installed in 1911 was recently found to be jammed fully open which causes wasted pumping energy.

Southwest Pump Station will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating systems for all 4000+ assets in its water treatment asset registry. Assets are given scores (from 1 to 10) in three categories: physical condition, operational performance, and reliability. Physical condition ratings range from (1) Excellent condition/like new to (10) Unserviceable. Operational performance ratings range from (1) Exceeds current requirements to (10) Failing/not capable of sustaining required performance. Finally, reliability ratings range from (1) As specified by manufacturer to (10) virtually inoperable. These three ratings are combined in a weighted average to generate an overall Likelihood of Failure score from 1 to 10. This Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

The pump station has four pumps. One pump has a Likelihood of Failure score of 10, since it has already failed. The other three pumps have a Likelihood of Failure score of 5.

What is the expected useful life of the project/improvement?

The new pump station structure will have a useful life of 50 years. The pumps and related equipment are expected to have a useful life of 25 years. Modifications to the distribution system are expected to have a useful life of 100 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the assets are past their expected useful life, the risk of failure is elevated, resulting in increased potential corrective / emergency maintenance costs as well as diminished service and fire protection in the affected area until the emergency repairs can be made. Delay of the project further increases the likelihood of these impacts.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

As of March 2024, all funding for this program is planned to come from water enterprise bond funds
Long-term operation and maintenance costs will be covered by water enterprise revenue

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

National Fire Protection Association standards
Recommended Standards For Water Works, A
Report of the Water Supply Committee of the Great
Lakes - Upper Mississippi River Board of State and
Provincial Public Health and Environmental
Managers.

Current Performance for Distribution System
pressure - parts of the zone have a pressure higher
than recommendations.
Current Performance for Fire Fighting capacity -
flows are adequate if the system is fully running.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A full service level includes: a minimum of 35 psi
water pressure provided, energy use optimized, and

assets able to meet the regulatory, industry or
environmental standards outlined in previous
question.

The existing infrastructure is at level 3, with a project
goal of meeting level 5.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

As of March 2024, all funding for this program is
planned to come from water enterprise bond funds
Federal monies authorized under the Infrastructure
Investment and Jobs Act (once appropriated) are to
be disbursed through the state Drinking Water
Revolving Fund administered by the Minnesota
Department of Health. If projects qualify for grants
or forgivable loans, those funding sources will be
pursued.

Long-term operation and maintenance costs will be
covered by water enterprise revenue.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

An agreement is in place with the City of St. Louis
Park to allow replacement of the pump station,
which bought the property from Minneapolis a few
years ago.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Project will reduce operation & maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

It is anticipated that electrical costs will decrease with newer pumps as opposed to the current worn pumps. Preliminary estimates show an expected energy savings of 40,000 kWh per month which amounts to approximately \$45,000 per year.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Internal components of the pumps have worn down, and operate below design efficiency. The primary operating cost decrease will be through energy savings. Valves are worn and perform marginally, making the pump station more difficult and costly to maintain. Proposed pumps are planned to match actual operation, leading to more efficient operation.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Expected annual operating costs are anticipated to be equal to or less than existing system. Costs will continue to be paid by the annual expense budget.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2022 – 2024: Study Phase

2024 – 2025: Design phase

2025 – 2026: Construction phase

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility.

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – Maintaining reliable fire-fighting capacity to this defined area of the city is necessary for public safety.

Built Environment and Transportation – Providing reliability of the City's water infrastructure.

Public Services – Maintains ability to provide fire protection and high-quality drinking water to all residents.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Southwest High Service area includes the neighborhoods of Linden Hills, East Harriet, Fulton, Lynnhurst and Tangletown. The racial demographics of the constituents is presented in a table in the section below

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All constituents benefit from the continuous distribution of safe drinking water and adequate pressure and flows for fire protection throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform. The current site of the Pump Station is outside of Minneapolis city limits. There is a possibility of relocating the station within the city boundary. We will inform the nearby property owners of the planned work and discuss options to confirm the project is aesthetically pleasing, within a reasonable cost.

Describe the engagement and what have you learned?

Future task

Analysis

How does the outcome for this project help the city achieve racial equity?

This service area will receive benefits to match the rest of the City.

Race / Ethnicity (2017-2021)	Linden Hills	Linden Hills %	East Harriet	East Harriet %	Fulton	Fulton %	Lynnhurst	Lynnhurst %	Tangletown	Tangletown %
White	7,097	88.70%	2,890	80.70%	6,064	88.60%	5,322	87.80%	5786	82.30%
Of Color	suppressed		suppressed		suppressed		suppressed		suppressed	
Black or African American alone	suppressed		suppressed		suppressed		suppressed		134	8.20%
American Indian and Alaskan Native alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Asian or Pacific Islander alone	219	2.80%	suppressed		121	1.80%	96	1.60%	suppressed	
Other alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Two or more races alone	200	2.50%	suppressed		218	3.20%	229	3.80%	suppressed	
Hispanic or Latino (of any race)	suppressed		suppressed		195	2.90%	217	3.60%	suppressed	

Demographic data from Minnesota Compass <https://www.mncompass.org/profiles/city/minneapolis>

Additional Information

The Southwest Pump Station has reached the end of its effective service life. An improved operational strategy has been developed through the decades since its construction. Because it is necessary to replace this infrastructure, it is an opportunity to design the new system in a way that maximizes reliability and reduces long-term costs and energy use.

WTR37 - Northeast High Service Pump Station

Project Details:

Project Start Date: 01/01/2024
Estimated Project Completion Date: 12/31/2026
Ongoing Program: No
Current Phase: Planning
Level of Need: Important
Department Priority: 11 of 16
Submitting Agency: Public Works – Water
Treatment and Distribution Services
Contact Person: Peter Pfister
Contact Phone Number: 612-661-4906
Contact Email: peter.pfister@minneapolismn.gov
Website:
Prior year(s) funding amounts: \$1,000,000 in 2023
and \$2,100,000 in 2024.
Total project cost (all years): \$4,300,000

Project Location:

Address: 4500 Reservoir Boulevard
City Sector: Citywide
Neighborhood(s) Located: Waite Park, Windom Park,
Audubon Park, & Northeast Park
Ward(s) Located: 1
Description of Location: Columbia Heights
Treatment campus

Project Description

This project replaces the existing pumps and related equipment that provide boosted pressure to the water distribution system in portions of northeast Minneapolis. The geographic area referred to as the Northeast High Service area is so defined based on the higher ground elevation relative to the surrounding areas of the City. This higher elevation necessitates booster pumping to maintain adequate pressure in this area.

Purpose and Justification

The pumps and valves comprising the Northeast High Service Booster system were installed in the 1950s and are past their useful life. Wear inside the pumps has reduced their performance, and the valves do not function properly. The pumps and related equipment are located inside a small space inside a larger pump station not originally designed to accommodate the additional equipment. This results in minimal space and access for safe maintenance of the equipment. Furthermore, there are an existing pair of underground structures (the Pitot House and Venturi Chamber) located about 600 feet south that monitor flow from the booster pumps having related assets in need of increased redundancy and upgrades. This project will expand the building footprint of the existing Pitot House and Venturi Chamber and provide new pumping assets, add redundancy for existing assets, all in a new above-grade structure to enable better maintenance access all of these assets. Ultimately this Northeast High Service Pump Station project will provide renewed reliability, increased redundancy, and lower maintenance costs.

Project Visuals and Map

Northeast High Service Area.

Northeast High Service Pump Station is located within the Columbia Heights Treatment Campus at 45th Avenue NE and Reservoir Boulevard, and provides boosted water pressure to the Northeast High Service Area (highlighted in pink below) by a 34" water main (not shown in the graphic).



Pump station No 7 where the current NE high service pumps are located

Project Funding and Cost Breakdown

WTR37

FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$2,100,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$2,100,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$126,000	\$72,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$1,893,000	\$1,082,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$81,000	\$46,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$2,100,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The project replaces an existing asset that is past its useful service life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

This project will replace assets in the division's water treatment infrastructure. The Division has a comprehensive condition rating system for all 4000+ assets in its water treatment asset registry. Assets are given scores in three categories: physical condition, operational performance, and reliability. These three ratings have been combined in a weighted average to generate an overall Likelihood of Failure score. A Consequence of Failure score has been developed based on the categories social, economic, and environmental consequences if a failure were to occur. The Likelihood of Failure score and Consequence of Failure scores are mapped to generate an overall business risk score for each asset. High-risk assets and systems are prioritized for rehabilitation or replacement.

Assets associated with this project have approached end of useful life as demonstrated by reduced performance, operational failures, visual inspection, hydraulic testing and asset age vs. expected life.

What is the expected useful life of the project/improvement?

The existing pump station building expansion will have a useful life of 50 years. Pumps and related equipment have an expected useful life of 25 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Since the assets are past their expected useful life, the risk of failure is elevated, resulting in elevated corrective / emergency maintenance costs as well as diminished service/ fire protection in the affected area until the emergency repairs can be made. Delay of the project further increases the likelihood of these impacts.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

As of March 2024, all funding for this project is planned to come from water enterprise bond funds.

Long-term operation and maintenance costs will be covered by water enterprise revenue.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

National Fire Protection Association Standards
[available fire flows]
Recommended Standards for Water Works
(pressures)

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level includes: Minimum of 20 psi water pressure provided, energy use optimized, assets restored to full expected useful life, and assets able to meet the regulatory, industry or environmental standards outlined in previous question.

The existing infrastructure is at level 2, with a project goal of meeting level 5.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Not applicable

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not applicable

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The new equipment will have similar preventative maintenance costs to the existing. Corrective / emergency maintenance and repairs will be eliminated or reduced for at least the initial part of the equipment lifecycle.

What is the estimated annual operating cost increase or (decrease) for this project?

It is anticipated that electrical costs will decrease with newer pumps compared to the existing worn pumps. At this stage of the project (planning), the extent of those savings has not been quantified.

Year that Operating Incr/(Decr) will take effect?

2026

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Internal components of the pumps have worn down, and operate below design efficiency. The primary operating cost decrease will be through energy savings, the extent of which will be determined in the design phase. Valves are worn and perform marginally, making the pump station more difficult and costly to maintain.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Expected annual operating costs are anticipated to be less than current. Costs will continue to come from the water enterprise revenue.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2024: Design phase

2025 – 2026: Construction phase

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility

Minneapolis City Goals

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – maintaining reliable fire-fighting capacity to this defined area of the city is necessary for public safety.

Built Environment and Transportation – Providing reliability of the City's needed infrastructure.

Public Services – this maintains ability to provide fire protection and high-quality drinking water to all residents.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Northeast High Service area includes the neighborhoods of White Park, Audubon, Windom Park and Northeast Park. The racial demographics of the constituents is presented in a table in the section below

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The improvements serve constituents in the area equally without distinction

What data is available or missing? How can you obtain additional data?

None

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

No formal public engagement activities have yet to occur

Analysis

How does the outcome for this project help the city achieve racial equity?

The project ensures equal level of water service to residents in the affected high service area, relative to the rest of the City.

Race / Ethnicity (2017-2021)	White Park	White Park %	Audubon Park	Audubon Park %	Windom Park	Windom Park %	NE Park	NE Park %
White	4,305	74.70%	3,729	70.00%	4,181	75.90%	551	63.00%
Of Color	suppressed		1,458	0	1,246	22.60%	suppressed	
Black or African American alone	suppressed		suppressed		372	6.80%	suppressed	
American Indian and Alaskan Native alone	suppressed		suppressed		suppressed		suppressed	
Asian or Pacific Islander alone	126	2.20%	suppressed		suppressed		suppressed	
Other alone	suppressed		suppressed		suppressed		332	6.00%
Two or more races alone	445	7.70%	378	0	332	6.00%	suppressed	
Hispanic or Latino (of any race)	492	8.50%	437	0	suppressed		suppressed	

Demographic data from Minnesota Compass <https://www.mncompass.org/profiles/city/minneapolis>

Additional Information

The project will renew an existing asset that has reached its useful life, to ensure that service to the affected residents is reliable and delivered a low cost of operation and maintenance

WTR38 - Washburn Water Tower

Project Details:

Project Start Date: 01/01/2024
Estimated Project Completion Date: 12/31/2025
Ongoing Program: No
Current Phase: Design
Level of Need: Important
Department Priority: 15 of 16
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Josh Brown
Contact Phone Number: 612-661-4902
Contact Email: joshua.brown@minneapolismn.gov
Website:
Prior year(s) funding amounts: \$100,000 in 2024.
Total project cost (all years): \$1,300,000

Project Location:

Address: 401 Prospect Avenue
City Sector: Southwest
Neighborhood(s) Located: Tangletown
Ward(s) Located: 11
Description of Location: Washburn Town

Project Description

The proposed project will rehabilitate the Washburn Water Tower to address concrete deterioration caused by long-term weathering. The tower was constructed in 1932 as part of the city water distribution system. The tower was placed on the National Register of Historical Places (NRHP) in 1983. The exterior of the tower had spot repairs completed in 2003 but is again in need of repairs after inspections conducted following pieces of concrete debris found around the base of the tower.

The project will repair the deficiencies found in recent inspections, including exterior concrete restoration, statue anchoring, exterior cleaning and coating, and structural improvements to interior steel access platforms.

Purpose and Justification

The tower is currently not in operation but holds a historical significance to the City of Minneapolis and is currently on the NRHP. The project would address deterioration to the existing structure and prolong the integrity of the structure. The neighborhood has an organized garden club that maintains landscaping at the base of the tower, but that work cannot be done because of the risk of falling concrete debris from the tower.

Project Visuals and Map

Washburn Tower Overhead View



One of the eagles that can be found at the top of the water tower. This one shows missing concrete that has fallen off.



Observed fallen concrete at the base of the Washburn Tower

Project Funding and Cost Breakdown

WTR38							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$0
395400 - Water Revenue	\$100,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0
REVENUES	\$100,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$96,000	\$96,000	\$0	\$0	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$1,058,000	\$0	\$0	\$0	\$0	\$0
GOVER - General Overhead	\$4,000	\$46,000	\$0	\$0	\$0	\$0	\$0
EXPENSES	\$100,000	\$1,200,000	\$0	\$0	\$0	\$0	\$0

Asset Condition

Asset type:

Vertical Infrastructure (Facilities)

Is this request a new capital project or an existing project?

Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The overall tower is structurally sound, but certain details have been weakened and or broken by long-term weather effects. The project's restoration and repairs will prolong the asset's life.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

An exterior condition assessment was completed in 2022 by Structural Engineers specializing in building restoration. There has been deterioration of the concrete structure with more significant deterioration around the eagle statues and guardian statues mounted to the exterior of the tower. An interior steel platform, used to access the roof of the tower was also found to be deteriorated and in need of structural repair.

What is the expected useful life of the project/improvement?

20 to 30 years.

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Concrete will continue to deteriorate in locations of the exterior of the tower leading to concrete falling to the ground near the base of the tower into landscaping areas that are tended by a local gardening club. This could lead to injuries of people in the area. There is also the potential of statues separating from the exterior of the tower.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from bond funds

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Repair of the structure will likely be subject to NRHP guidelines, so discussions with the Minnesota Historical Society will be conducted. The repairs will be made to maintain the overall historical look of the structure.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full-service level will include: safe and complete structural repairs, enhanced pedestrian safety, and safe maintenance access of the tower.

The existing infrastructure is at a service level 2

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

A grant with the Minnesota National Historical Society has been applied for. The announcement of grant funding will be in June/July of 2024.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Minnesota Historical Society, as noted above.

The Minneapolis Parks and Recreation Board (MPRB) has listed the Washburn Tower site as a potential future park in its Southwest Service Area Master Plan. The MPRB's potential park narrative notes that the historic preservation requirements and associated operation and maintenance requirements must be fully documented.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None planned

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The new repairs will marginally reduce maintenance costs associated with the tower. The repairs will eliminate any potential emergency repairs as a result of continued deterioration of the structure that has been observed and documented.

What is the estimated annual operating cost increase or (decrease) for this project?

The extent of those savings have not been quantified.

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

No change in operational costs are anticipated

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable - new project

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2024: Design

2025: Construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Some flexibility

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Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety – The deterioration of the exterior of the tower is leading to various sized pieces of concrete falling into the garden/planting area at the base of the tower. This project will provide structural improvements to the exterior concrete surface and ornaments as well as the interior steel walkway structure.

Arts and Culture – This historic water tower holds a significance to the City of Minneapolis and is currently on the National Register of Historical Places. This project is intended to prolong the life of this structure so that it can remain a landmark to this neighborhood and the City of Minneapolis.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The Washburn Tower is located in the Tangletown Neighborhood in Southwest Minneapolis. The racial demographics of the constituents is presented in a table in the section below.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

The improvements serve constituents in the area equally without distinction.

What data is available or missing? How can you obtain additional data?

Not applicable.

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Inform the local neighborhood group regarding the project.

Describe the engagement and what have you learned?

No formal public engagement activities have been completed at this time.

Analysis

How does the outcome for this project help the city achieve racial equity?

This project will serve the whole city equally.

Race / Ethnicity (2017-2021)	Tangletown	Tangletown %
White	3,736	82.20%
Of Color	suppressed	
Black or African American alone	374	8.20%
American Indian and Alaskan Native alone	suppressed	
Asian or Pacific Islander alone	suppressed	
Other alone	suppressed	
Two or more races alone	suppressed	
Hispanic or Latino (of any race)	suppressed	

Demographic data from Minnesota Compass <https://www.mncompass.org/profiles/city/minneapolis>

Additional Information

The tower is a unique historical feature in the City of Minneapolis

WTR39 - Structural Lining - 2nd Street North

Project Details:

Project Start Date: 01/01/2025
Estimated Project Completion Date: 12/31/2027
Ongoing Program: No
Current Phase: Planning
Level of Need: Significant
Department Priority: 8 of 16
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Jerry Schimmel and Marie Asgian
Contact Phone Number: 612-661-4984 and 612-673-5682
Contact Email:
jerry.schimmel@minneapolismn.gov and
marie.asgian@minneapolismn.gov
Website:
Prior year(s) funding amounts: Not applicable
Total project cost (all years): \$16,690,000

Project Location:

Address: 2nd Street North between 10th Avenue North & 41st Avenue North
City Sector: North
Neighborhood(s) Located: North Loop, Near North, Hawthorne, McKinley, Camden Industrial
Ward(s) Located: 3, 4 & 5
Description of Location: 2nd Street North between 10th Avenue North & 41st Avenue North

Project Description

Structural renewal of a 36-inch drinking water transmission water main that is a key supply for the downtown Minneapolis central business district, providing the necessary water volume and pressure for resident, business and visitor use and fire protection in downtown Minneapolis.

The transmission main in 2nd Street N between 10th Avenue North & 41st Avenue North will be cleaned and a structural liner will be installed. The structural liner will add a structural layer to the pipe to restore structural integrity and renew the pipeline's effective life. Structural liners are essentially a "pipe within a pipe" where, if the original pipe fails, the structural liner can stand on it's own avoiding disruption of service. This will restore both the quality of water and the reliability of the pipe. There will also be valve replacements made on the main in this stretch in conjunction with the work being done to provide access to the watermain for the lining project.

This stretch of transmission main is one of the few transmission mains in Minneapolis where taps for service connections were made. As a part of this project, a new 8" diameter distribution water main will be installed parallel to the transmission main and water services connected to the new distribution main.

Purpose and Justification

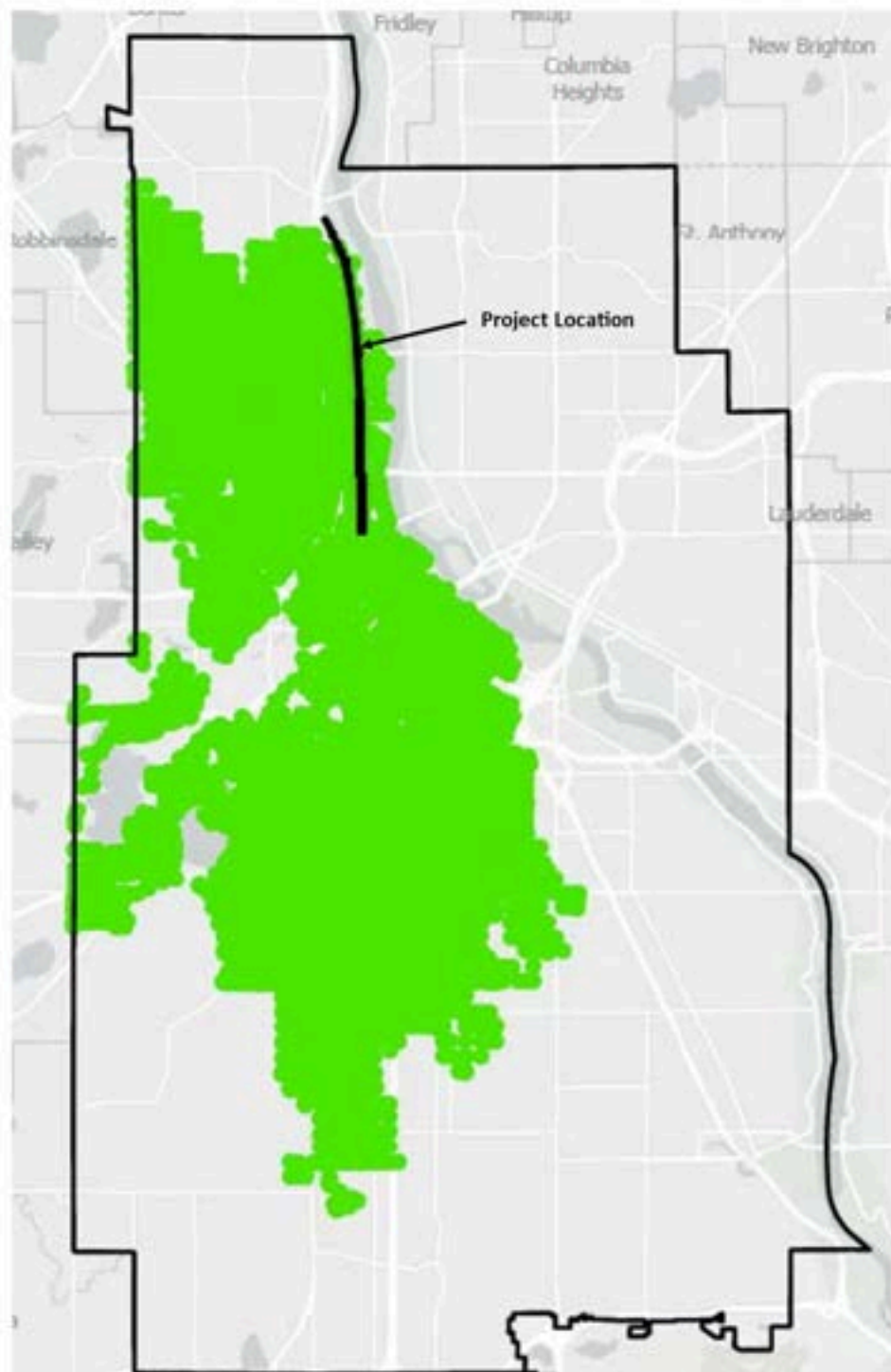
Transmission water mains are the arteries of the drinking water system. These large-diameter pipelines transport the volume necessary to supply the branch systems in each area with safe drinking water for the protection of public health. A key transmission main for the City of Minneapolis is four miles of 36-inch water main that conveys water from the treatment campus in Fridley to north Minneapolis and downtown. This water main was constructed in 1888 of thick-walled cast iron pipe. While this pipe has been resilient, a combination of factors makes it more vulnerable to failure after 136 years of service. The 2.6-mile section of the water main proposed to be rehabilitated by this project is prioritized based on a shallower bury depth, decades of heavy truck traffic on the roadway under which it is buried, proximity to pump stations that introduce pressure fluctuations and transients, and drastic elevation changes as the pipeline drops under the river and under the I-94 interstate. Capital investment is warranted to mitigate the likelihood of failure.

The 36-inch transmission main runs the length of Minneapolis' Northside Green Zone. While failures of the transmission main impact pressures throughout the city, local impacts in the Green Zone are more severe. A December 2022 break of a single 16-foot section of this main caused localized flooding and necessitated a precautionary boil water advisory for 80 properties in the area due to very low pressures. In addition, over 30 properties were without water service for up to five days while the main was repaired and disinfected.

The cost of a 36-inch water main replacement in-kind along this corridor would be cost-prohibitive. In addition to the cost of new pipe and its installation, such a project scope would need to resolve numerous buried utility conflicts, demolition and removal of existing water main and pavement restoration along the full corridor. Structural lining of the existing water main is a cost-effective alternative. The lining process involves the excavation of access holes every several hundred feet with the existing pipe used as a host pipe. A structural-grade liner is pulled into the host pipe, adhered to the walls, and then allowed to cure. Temporary bypass piping will be installed to maintain water service to customers tapped from the main during construction.

Project Visuals and Map

Project location with green shaded area representing contribution of this transmission main to the distribution system.





The south half of the project limits. 10th Ave N to Lowry



The north half of the project limits. Lowry to 41st Ave North



Construction on the main break in December, 2022.



The cast iron pipe showing the missing portion of the pipe.

Project Funding and Cost Breakdown

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$0	\$0	\$4,300,000	\$3,300,000	\$0	\$0	\$0
395400 - Water Revenue	\$0	\$1,490,000	\$4,300,000	\$3,300,000	\$0	\$0	\$0
REVENUES	\$0	\$1,490,000	\$8,600,000	\$6,600,000	\$0	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$239,000	\$1,376,000	\$1,056,000	\$0	\$0	\$0
CONSTC - Construction Costs	\$0	\$1,194,000	\$6,893,000	\$5,290,000	\$0	\$0	\$0
GOVER - General Overhead	\$0	\$57,000	\$331,000	\$254,000	\$0	\$0	\$0
EXPENSES	\$0	\$1,490,000	\$8,600,000	\$6,600,000	\$0	\$0	\$0

Asset Condition

Asset type:

Horizontal Infrastructure,

Is this request a new capital project or an existing project?

New

If the project is an existing asset, what is the observed remaining life of the asset?

This section of water main has been in service since 1888, 136 year. Although age is typically not used as a factor in determining replacement or rehabilitation, the consequence of the failure of this pipe is significant and warrants installing a structural liner to bring the transmission main back into acceptable risk

The water main was constructed of robust thick-walled sand-cast iron that has generally fared well over its years of service. Sand-cast iron is subject to selective leaching of iron (graphitic corrosion) which is difficult to assess because, although no dimensional changes occur, the cast iron loses its strength and metallic properties.

For this particular project, the water main can be considered at or near the end of its useful life without the benefit of structural lining.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Minneapolis Water will conduct a statistical-based desktop analysis to identify shorter segments of this water main upon which to perform subsequent field investigation and testing to document pipeline condition assessment. A potential cause of failure, selective leaching of iron (or graphitic corrosion), is difficult to assess because no dimensional changes occur in the pipe wall. This assessment will take multiple years to generate a prioritized list of shorter segments for rehabilitation projects to be delivered piecemeal over multiple years.

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

From a triple bottom line (social, environmental and financial) business risk exposure perspective, the largest consequence (or cost) is social measures. The adequate supply of drinking water with sufficient pressure and volume for fire suppression is essential to the habitability of all buildings in downtown Minneapolis. This water main is critical infrastructure that supports the viability of the residents' businesses, and government services in the heart of the city.

Water main replacement or structural lining is a remedy for water mains that are not structurally sound. Failure to perform this work will mean that residents and businesses that are served by the deficient water main will continue to endure chronic service interruption for unplanned repairs of water main breaks.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and revenue bonds. In October 2023, a local project capital request for \$8,343,000 of state bond funding was submitted to the State of Minnesota with the Water enterprise fund providing matching amount.

Long term operation and maintenance costs will be covered by water revenue.

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

In addition to the regulatory requirements, secondary, non-enforceable standards have been established under the SDWA for "water aesthetics" (<https://www.epa.gov/sdwa/drinking-water-regulations-and-contaminants>). These secondary standards include color and iron.

The National Fire Protection Association (NFPA) issues guidelines for fire flows from hydrants that are in residential, commercial, and industrial settings. The flow rate from a hydrant is completely dependent on the capacity of the water main that the hydrant is tapped from.

A sudden water main break in this water main has and can drop the system pressure across the city. This loss in pressure puts the quality of the water at risk and in the case of the December 2022 break triggered a precautionary boil water advisory and lowered the fire fighting capacity of the system. In addition, over 30 properties were without water service for up to five days while the main was repaired and disinfected.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means that assets meet service levels at an acceptable level of risk. This asset does not meet service levels at an acceptable level of risk (asset service level is between one and three). Upon completion of the work under this project the asset will be rehabilitated to its expected useful life.

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

An application for 2025 State local government bonding was made in the fall of 2023. Result of that application process will be known spring/summer 2024. Public Works – Water Treatment and Distribution Services has committed at 50% match to increase the chance of funding.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Over the next 4-5 years, starting a year ago in 2023, there will be several construction projects along this corridor by several agencies. This list includes:

- Transportation Eng. & Design: Dowling Ave and 33rd Ave Reconstruction 2023.
- Surface Waters & Sewers: Sanitary Improvements 10th Ave N to Broadway 2023-2024
- Surface Waters & Sewers: Project at 23rd Ave 2024
- Traffic & Parking Services: Broadway Traffic Management Systems 2025
- Traffic & Parking Services: Broadway Traffic Safety Improvements 2026
- Park Board: Great Northern Greenway River connection 26th Ave to Ole Olson park
- Park Board: 26th Ave Mississippi River Crossing Study
- MnDOT: Hwy 252-I94 Improvements EIS
- MnDOT: Includes 34th Ave Ped Bridge
- Met Council: Rehab of Sanitary Tunnel 27th to 22nd Ave (2023-2025)
- Met Council: Blue Line Light Rail Extension on Washington

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None.

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. Since water distribution system projects are citywide, unavoidably some of the work occurs in transitway, transit route, or high-volume pedestrian corridors. As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

As a part of the project to structurally line the 36" transmission main, a parallel 8" distribution water main is planned to be installed, where needed, to provide a new point of water connection for properties that currently receive their water from the transmission main.

This new infrastructure maintenance should result in a negligible increase in maintenance costs as older, more maintenance intensive, infrastructure like hydrants are replaced.

In addition, the improved flow characteristics (reduced frictional loss) of the lined transmission water main will incrementally reduce pumping costs in maintaining water system pressures.

What is the estimated annual operating cost increase or (decrease) for this project?

The work is expected to maintain current operating and maintenance costs.

Year that Operating Incr/(Decr) will take effect?

Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Not applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No carry-over from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2024 – 2025: Design phase

2025 – 2027: Construction phases

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimum flexibility

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The availability of fully functional fire hydrants with enough pressure and flow for fire suppression is critical to the Fire Department. In support of this need and as an outcome of structurally lining the transmission main, reliable fire hydrant flows and system pressures will be the result.

Public Health: The health and vitality of our City relies on the ability for all residents to open the faucet and consistently get safe drinking water. This project supports the renewal and replacement of the water transmission system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Built Environment & Transportation: Water Treatment & Distribution Services improvements renew and replace water system infrastructure from the treatment plant to the tap so that the City can continue providing safe drinking water to homes and businesses and fire hydrants with reliable system pressure for fire protection. To the extent practical, this water transmission main improvement project will be coordinated with street reconstruction projects for holistic infrastructure upgrades along a corridor.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

The construction will be in the following neighborhoods however, because this is a transmission main, the benefits will impact all neighborhoods.

North Loop, Near North, Hawthorne, McKinley, Camden Industrial. The racial demographics of the constituents is presented in a table in the section below

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis The water distribution system delivers water to everyone equally

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform.

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and when water services will be affected by the project activities. .

Analysis

How does the outcome for this project help the city achieve racial equity?

Include details here.

Race / Ethnicity (2017-2021)	North Loop	North Loop %	Near North	Near North %	Hawthorne	Hawthorne %	McKinley	McKinley %	Webber-Camden	Webber-Camden %
White	4,762	68.10%	1,235	16.80%	949	18.20%	886	25.90%	1956	31.40%
Of Color	1,824	26.10%	6,061	82.10%	4,108	79.00%	2,389	69.80%	4055	65.10%
Black or African American alone	689	9.90%	4,560	61.90%	2423	46.60%	1340	39.20%	2243	36.00%
American Indian and Alaskan Native alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Asian or Pacific Islander alone	563	8.10%	623	8.50%	863	16.60%	suppressed		492	7.90%
Other alone	suppressed		suppressed		suppressed		suppressed		suppressed	
Two or more races alone	167	2.40%	362	4.90%	347	6.70%	suppressed		250	4.00%
Hispanic or Latino (of any race)	746	10.70%	374	5.10%	428	8.20%	suppressed		1156	18.60%

Additional Information

The Water Distribution system is essential to the vitality of the City. This project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.

WTR40 - Transmission Mains

Project Details:

Project Start Date: 01/01/2025
Estimated Project Completion Date: 12/31/2030
Ongoing Program: Yes
Current Phase: Planning, Design & Construction
Level of Need: Critical
Department Priority: 9 of 16
Submitting Agency: Public Works - Water Treatment and Distribution Services
Contact Person: Marie Asgian
Contact Phone Number: 612-673-5682
Contact Email: marie.asgian@minneapolismn.gov
Website:
Prior year(s) funding amounts: This is the first year of a future on-going program that is funded annually.
Total project cost (all years): This is an on-going program that is funded annually

Project Location:

Address: Various locations throughout the city
City Sector: Multiple
Neighborhood(s) Located: Various
Ward(s) Located: Various
Description of Location: Various locations throughout the city.

Project Description

Water Treatment and Distribution Services (WTDS) Transmission Mains program is being established for the rehabilitation or replacement of large diameter water transmission mains, gate valves and gate valve chambers within the water distribution system.

The City's overall water distribution system includes 1,000 miles of water main, 8,000+ fire hydrants, 16,000+ valves and manholes, and 100,000+ water meters with automated reading devices. This system reliably delivers high quality drinking water with sufficient flow to provide fire protection to all those living, working, or visiting the City as well as our suburban wholesale customers. Elements of original infrastructure dating back to 1872, when the City added water main for domestic use to the existing distribution system for fire protection, are still fully functional. The system has remained resilient and reliable due to strategic infrastructure reinvestment in renewal or replacement of water distribution system assets as funded by WTR12. This new project splits off the most critical and largest diameter of these assets, comprising about one eighth of the distribution system into a separate project.

Water mains 16-inches and larger in diameter that convey large volumes of water throughout the system are classified by WTDS as transmission mains. In general, transmission mains do not have individual service connections tapped and can be thought of as the interstates and major highways of the water distribution system vs. the smaller distribution mains being residential streets. In past capital budget requests, transmission main projects, have been a subset of the WTR12 program but due to the size and expense of transmission main projects, and increased focus in WTR12 on cleaning and lining of small diameter water mains in the distribution system, a separate program is being initiated to focus strictly on the transmission mains that are 16-inches in diameter and larger.

As such, the narrative here will be very similar to that of WTR12 and have elements of the WTR39 structural lining of the 2nd Street N transmission main.

Purpose and Justification

The Water Distribution Transmission Mains program is an investment in the City's large diameter water main infrastructure to maintain system reliability and viability. This annual program will consist of the following major elements:

- **Transmission water main condition assessment, replacement or structural lining** – Transmission water mains are the arteries of the drinking water system. These large-diameter pipelines transport the volume necessary to supply the branch systems in each area with safe drinking water for the protection of public health. These pipes vary in size from 16-inches up to 50-inches in diameter. Pipe material may be thick-walled sand-cast cast iron up or welded steel. A condition assessment program and prioritization plan will be developed to proactively identify sections of main needing rehabilitation, replacement or lining.
- **Large diameter gate valve replacement** – Large diameter gate valves are typically many blocks apart and are used to isolate sections of the transmission main network for work or repair. These gate valves are regularly “exercised” by operating the valve closed and then open to determine if any wear and/or failure has occurred. This process helps identify gate valves that are nearing or at the end of their service life. Currently the Water Distribution group has a short list of large diameter gate valves needing to be replaced.
- **Large diameter valve chamber replacement** – Unlike a typical manholes, the large diameter gate valves reside within large underground chambers. WTDS owns and maintains over 100 large chambers for gate valves on transmission mains 36-inches in diameter and larger. In 2016, a condition assessment was performed on 101 identified locations in the City. With the data that was gathered through the condition assessment, a prioritized list of the most critical chambers was generated to help focus repair, rehabilitation and maintenance efforts. Pipes and valves within those chambers were inspected as well. WTDS has planned and scheduled these repairs or replacement projects from that list however, with the increase in the water main cleaning and lining program within WTR12, continued work has been deferred until funding is available.

Of the allocation for WTR40, the work that has been identified for the first few years (2025-2027) is to address the next critical valve vaults and gate valve. In parallel with this work, WTDS will work towards developing an asset condition assessment plan for the transmission mains. By separating the transmission mains into a separate program, the criticality of the work on these arterial mains will remain a priority distinct from the many needs of the distribution system as a whole.

Project Visuals

Rusting steel roof beams inside an existing chamber.





Performing a repair in a large valve chamber and transmission main



Project Funding and Cost Breakdown

WTR40

	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$0	\$500,000	\$500,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$500,000	\$500,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$80,000	\$80,000	\$80,000	\$160,000	\$160,000	\$160,000
CONSTC - Construction Costs	\$0	\$401,000	\$401,000	\$401,000	\$802,000	\$802,000	\$802,000
GOVER - General Overhead	\$0	\$19,000	\$19,000	\$19,000	\$38,000	\$38,000	\$38,000
EXPENSES	\$0	\$500,000	\$500,000	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

New

If the project is an existing asset, what is the observed remaining life of the asset?

The observed remaining life will vary from zero for those asset that no longer perform their designed task ie: a gate valve does not close, to a large percentage of their designed service life

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The assets replaced or rehabilitated as part of this project are in poor to fair condition The means of determining the condition varies by the asset type. For mechanical components such as valves, wear on the internal components occurs over time so age is factored in along with documented performance issues from maintenance crews when operating the valves. Components replaced as part of this project are operationally at or near failure. For transmission main, based on a Minneapolis water distribution system specific statistical study, age is not a factor for determining water main capital investment needs

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

From a triple bottom line (social, environmental and financial) business risk exposure perspective, the largest consequence is social measures. Water main cleaning and lining restores adequate flow volume to water mains to sustain firefighting and improves aesthetic water quality by eliminating the source of discoloration. If a valve fails when a water main needs to be shut down for necessary work the shut off needs to be extended to the next valve which in the transmission system, can be a long distance and very disruptive to the overall system integrity.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and revenue bonds

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level means that assets meet service levels at an acceptable level of risk. This asset does not meet service levels at an acceptable level of risk (asset service level is between one and three). Upon completion of the work under this project, a given asset will be rehabilitated to its expected useful life.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

Not applicable

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Transmission main valve replacement or renewal and valve chamber rehabilitation are performed in conjunction with City, County, and State road reconstruction projects to the extent feasible.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None.

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. Since water distribution system projects are citywide, unavoidably some of the work occurs in transitway, transit route, or high-volume pedestrian corridors. As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors to the extent feasible.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The work is expected to maintain current operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

Not applicable

Year that Operating Incr/(Decr) will take effect?

Not applicable but work is expected to start in 2025.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Not applicable

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2025 – 2027: Construction to rehabilitate gate valves and valve chambers. Develop an asset condition assessment program for transmission mains.

2027 – 2030: Continue rehabilitating gate valves and valve chambers. Perform repairs and/or replacement of transmission main pipes.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Some flexibility

Minneapolis City Goals

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Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The availability of fully functional fire hydrants with enough pressure and flow for fire suppression is critical to the Fire Department. In support of this need, part of the Water Distribution Improvements project is to replace fire hydrants that are past their service life and replace or rehabilitate water mains to improve flow.

Public Health: The health and vitality of our City relies on the ability for all residents to open the faucet and consistently get safe drinking water. This project supports the renewal and replacement of the water distribution system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Built Environment & Transportation: Water Distribution Improvements renew and replace water system infrastructure from the treatment plant to the tap so that the City can continue providing safe drinking water to homes and businesses and fire hydrants with reliable system pressure for fire protection. To the extent practical, water distribution improvement projects are coordinated with street reconstruction projects for holistic infrastructure upgrades along a corridor.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures that all residents have equal access to safe drinking water and fire protection.

Additional Information

The Water Distribution system is essential to the vitality of the City. This Water Distribution System Improvement project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents, businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.

WTR41 - Bridge Mains

Project Details:

Project Start Date: 01/01/2025
Estimated Project Completion Date: 12/31/2030
Ongoing Program: No
Current Phase: Planning & Design
Level of Need: Significant
Department Priority: 10 of 16
Submitting Agency: Public Works – Water Treatment and Distribution Services
Contact Person: Josh Brown
Contact Phone Number: 612-661-4902
Contact Email: joshua.brown@minneapolismn.gov
Website:
Prior year(s) funding amounts: Not applicable
Total project cost (all years): \$11,100,000

Project Location:

Address: Various locations throughout the city
City Sector: Multiple
Neighborhood(s) Located: Various
Ward(s) Located: Various
Description of Location: Various locations throughout the city

Project Description

Midtown Greenway Bridge Mains

The City of Minneapolis Public Works is currently working on the reconstruction of five bridges over the Midtown Greenway. Four of these bridges have a small diameter water main that is hung underneath the bridge. These distribution mains only operate during the warmer months and then are shut down during the winter to prevent freezing due to relatively low flow velocities. As part of the bridge replacement projects, these water mains are planned to be relocated below ground underneath the Midtown Greenway allowing the water mains to operate through the full year rather than seasonally.

Franklin Ave Bridge Main

A 48-inch water transmission main currently suspends from the Franklin Ave Bridge that spans the Mississippi River. This water main was installed in 1949 and has been maintained and rehabilitated over the years. The exterior of the water main was recoated approximately 20 years ago and is showing signs of breakdown in areas. The interior pipe condition is unknown but is suspected that the interior of the pipe will need recoating as part of the project as well. Steel 48-inch diameter pipe bends at the ends of each side of the main have shown significant signs of wear and will need to be replaced as well.

Purpose and Justification

Greenway Bridge Mains

During reconstruction of the Greenway bridges it is anticipated the water main suspended under each bridge will need to be removed. This project will relocate each water main underground allowing for year round operation of these distribution mains and will allow for better water distribution flow through these areas.

Franklin Ave Bridge

The 48-inch transmission main across the Franklin Ave bridge is a vital part of the water transmission system carrying water to south Minneapolis. Work on other transmission mains associated with the 3^d Avenue and 10th Avenue bridge work necessitated delaying the rehabilitation of the Franklin water main. Keeping this main in working condition is crucial and continued delay of this rehabilitation could result in unplanned outages. Recoating the inside and outside of this pipeline will extend the service life and provide great resiliency of our transmission main infrastructure.

Project Visuals and Map



Typical Midtown Greenway water main location with the bridge structure.



Franklin Avenue bridge main over the Mississippi River showing typical corrosion from road salt from the bridge deck above



Project Funding and Cost Breakdown

WTR41							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$0	\$700,000	\$700,000	\$700,000	\$3,000,000	\$3,000,000	\$3,000,000
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$700,000	\$700,000	\$700,000	\$3,000,000	\$3,000,000	\$3,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$112,000	\$112,000	\$112,000	\$480,000	\$480,000	\$480,000
CONSTC - Construction Costs	\$0	\$561,000	\$561,000	\$561,000	\$2,405,000	\$2,405,000	\$2,405,000
GOVER - General Overhead	\$0	\$27,000	\$27,000	\$27,000	\$115,000	\$115,000	\$115,000
EXPENSES	\$0	\$700,000	\$700,000	\$700,000	\$3,000,000	\$3,000,000	\$3,000,000

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

New

If the project is an existing asset, what is the observed remaining life of the asset?

Greenway Bridge Mains
10-20 years

Franklin Ave Bridge

The condition of this water main is in fair condition. Points of deterioration have been observed where the water main is exposed to water and salt intrusion near bridge expansion joints and bends exposed to the open air. Approximate remaining service life is 5-10 years

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Greenway Bridge Mains

These water mains are overall in good condition. The relocation of the water main in these locations will allow for full year operation and having the water main buried will extend their useful life.

Franklin Ave Bridge

The overall condition of the water pipe is in good condition but interior and exterior protective coating failures are evident. Specific locations are in fair condition including certain locations of pipe coating as well as some pipe supports near the bridge abutments

What is the expected useful life of the project/improvement?

40 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

Continued deferment on both projects will increase overall maintenance costs due to higher potential for water main leaks.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All project funding will come from water enterprise fund revenues and revenue bonds. Long term operation and maintenance costs will be covered by water revenue

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water must meet all requirements of the Safe Drinking Water Act (SDWA). The US EPA sets regulatory safe drinking water standards through the SDWA. These standards limit the amounts of contaminants allowed in drinking water and ensure that community water suppliers distribute safe, high-quality water. All SDWA regulatory requirements are currently being met. Distribution system pressures must meet Minnesota Department of Health standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full-service level means that assets meet service levels at an acceptable level of risk. The assets that are replaced or rehabilitated as part of this do not meet service levels at an acceptable level of risk (asset service level is a three). Upon completion of the work under this project, the assets will be replaced or rehabilitated to their expected useful life.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

All funding for this project is planned to come from water enterprise revenue and bond funds

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

Water Treatment and Distribution Services is working closely with the City of Minneapolis Bridge group in the Transportation Maintenance and Repair Division as they plan and implement bridge replacements along the Midtown Greenway.

The Franklin Ave Bridge is owned by Hennepin County. We will work closely with the county and the Minneapolis Bridge group to complete work and meet any standards they require.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None.

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Yes. Water distribution system projects occur in transitway, transit route, or high-volume pedestrian corridors. As part of Public Works internal project review processes, Water Treatment and Distribution works closely with Transportation Planning and Programming as well as with Transportation Engineering and Design to ensure that water main projects do not negatively impact these corridors.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

The work is expected to reduce operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

(\$8,500) - (\$10,000)

Year that Operating Incr/(Decr) will take effect?

2025

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Greenway Bridge Mains

- The existing distributions mains are shut down seasonally to prevent freezing of the water main through the winter. This requires maintenance staff to shut down and drain the main in the fall and then re-chlorinate and bring the main back into service.

Franklin Ave Bridge

- With structural repairs being complete on the Franklin Ave Bridge main the risk of water leaks on this pipeline resulting in lower personnel and operating costs to repair these.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project:

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Not applicable

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Greenway Bridge Mains

The Greenway bridge water main replacements will be of a similar design and will be incorporated into the bridge department design plans and bid as part of the bridge replacement project. See below construction years for the following Greenway bridges:

2025: Nicollet (Not included as a Water Treatment and Distribution Services funded project)

2025 – 2026: Pillsbury Avenue

2025 – 2026: 10th Avenue

2026: Grand Avenue

2026: 18th Avenue

Franklin Ave Bridge

2024 – 2025: Pipeline Testing and Analysis

2026: Design

2028 – 2029: Construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

The Greenway Bridge main replacement must be completed during the bridge reconstruction projects therefore there is little flexibility with these projects.

Franklin Ave Bridge has some flexibility but this higher-priority project was been delayed while the 3rd Avenue and 10th Avenue transmission mains were rehabilitated or replaced in conjunction with recently completed bridge projects.

Minneapolis City Goals

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The availability of fully functional fire hydrants with enough pressure and flow for fire suppression is critical to the Fire Department. In support of this need and as an outcome of eliminating the season shutdown of seasonal mains on several of the Midtown Greenway bridges and ensuring the reliable function of the Franklin Avenue bridge transmission main, reliable fire hydrant flows and system pressures will be the result.

Public Health: The health and vitality of our City relies on the ability for all residents to open the faucet and consistently get safe drinking water. This project supports the renewal and replacement of the water transmission and distribution system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Built Environment & Transportation: Water Distribution Improvements renew and replace water system infrastructure from the treatment plant to the tap so that the City can continue providing safe drinking water to homes and businesses and fire hydrants with reliable system pressure for fire protection. To the extent practical, water distribution improvement projects are coordinated with street reconstruction projects for holistic infrastructure upgrades along a corridor.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Inform residents and businesses about the project, the activities included, and if/when water services will be affected by the project activities.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures that all residents have equal access to safe drinking water.

Additional Information

The Water Distribution system is essential to the vitality of the City. This project is a strategic reinvestment in the infrastructure that reliably delivers high quality water to all City residents, businesses, and wholesale water customers. This project helps the City maintain infrastructure reliability, preserve the water quality from treatment plant to tap, adequately provide water for fire suppression, and improve the overall quality of life in Minneapolis.

WTR42 - Advanced Treatment

Project Details:

Project Start Date: 01/01/2025

Estimated Project Completion Date: After 12/31/2030

Ongoing Program: No

Current Phase: Planning

Level of Need: Desirable

Department Priority: 16 of 16

Submitting Agency: Public Works – Water Treatment and Distribution Services

Contact Person: Annika Bankston

Contact Phone Number: 612-673-2191

Contact Email:

annika.bankston@minneapolismn.gov

Website:

Prior year(s) funding amounts: Not applicable

Total project cost (all years): \$40,000,000

Project Location:

Address: 4100 Marshall Street NE

City Sector: Citywide

Neighborhood(s) Located: All

Ward(s) Located: All

Description of Location: Fridley Treatment campus

Project Description

To continue to provide safe drinking water meeting potential future water quality challenges, Water Treatment and Distribution Services (WTDS) is in the initial planning stages of incorporating advanced water treatment techniques into our existing treatment process – specifically the addition of ozone or ozone and hydrogen peroxide ahead of the existing granular activated carbon filters at the Fridley Filter Plant (FFP). The addition of advanced oxidation process (AOP) treatment would work in conjunction with the recently upgraded filters in order to enhance the existing treatment performance. AOP would aid in the reduction of taste and odor compounds, further reduce other organic compounds and assist in meeting future treatment requirements for the removal of pharmaceuticals, hormone disruptors, and other contaminants of emerging concern. The first stages of this project will include a high-level review, feasibility study, and benefit-cost analysis of adding advanced treatment into the current water treatment process. Following this stage, an investigation into the various treatment alternatives via a pilot or benchscale study would be conducted. In anticipation of the analyses confirming advanced oxidation is a worthwhile endeavor, this capital funding request is for the future design and construction of an Advanced Treatment Facility.

Purpose and Justification

Customer satisfaction is a key level of service that WTDS provides to customers with consistent high quality drinking water. One of the major benefits of incorporating advanced treatment is to further assist in addressing taste and odor concerns. In addition, organic removal by the biologically-active granular activated carbon filters can be improved with advanced oxidation ahead of the filters. Additionally,

anticipated future regulatory requirements for matters such as contaminant removal that can be feasibly managed by the introduction of an AOP.

The incorporation of advanced water treatment systems is viewed as an increasingly necessary option for other drinking water utilities using the Mississippi River as their source. In addition, more stringent regulations on water quality are imminent. Proper anticipation and planning for future needs will provide the City with adequate time and resources to efficiently confront expected regulations in a more cost-effective manner.

Project Visuals

Figure 1: City of Fargo ozone generators



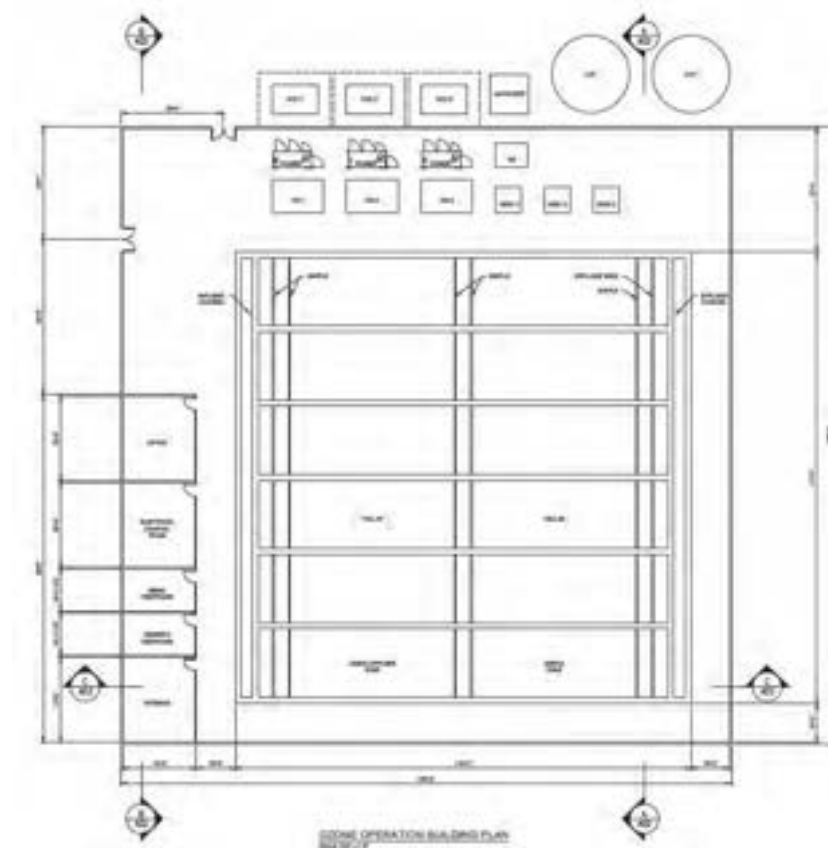


Figure 2: Ozone operation building plan view

Project Funding and Cost Breakdown

WTR42							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000
Expenses							
DANDPM - Design and Project Management	\$0	\$0	\$0	\$0	\$0	\$0	\$160,000
CONSTC - Construction Costs	\$0	\$0	\$0	\$0	\$0	\$0	\$802,000
GOVER - General Overhead	\$0	\$0	\$0	\$0	\$0	\$0	\$38,000
EXPENSES	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000,000

Asset Condition

Asset type:

Horizontal Infrastructure

Is this request a new capital project or an existing project?

New

If the project is an existing asset, what is the observed remaining life of the asset?

Not applicable

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

Not applicable

What is the expected useful life of the project/improvement?

50 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

The incorporation of advanced water treatment systems is an up-and-coming reality for other utilities drawing from the Mississippi River. In addition, more stringent regulations on water quality are imminent. Proper anticipation and planning for future needs will provide the City with adequate time and resources to efficiently confront expected regulations in a more cost-effective manner.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

All funding for this project is planned to come from water enterprise revenue and bond funds. Over the long-term operation and maintenance costs will be covered by water enterprise revenue.

No additional non-City funding sources planned at this time.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Drinking water needs to meet all regulatory requirements established under the Safe Drinking Water Act. (SDWA). The U.S. Environmental Protection Agency (USEPA) sets safe drinking water standards through the SDWA. These standards limit the amount of specific contaminants allowed in drinking water. Minneapolis Water Treatment and Distribution Services distributes safe, high-quality drinking water meeting USEPA drinking water standards.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full-service level entails the assets being able to meet the regulatory and industry standards at an acceptable level of risk.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No, all funding for this project is planned to come from water enterprise revenue and bond funds

Describe status and timing details of secured or applied for grants or other non-City funding sources:

None planned

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None planned

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None planned

Economic Development

Will the project contribute to growth in the City's tax base?

No

Describe the economic development impact of the project:

Not applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

Not applicable

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

Not applicable

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

Project will add new operating and maintenance costs.

What is the estimated annual operating cost increase or (decrease) for this project?

An extensive study would be needed to appropriately estimate these costs. Life cycle cost estimates will be generated as part of feasibility studies and basis of design evaluations as well as during appropriate stages in detailed design.

Year that Operating Incr/(Decr) will take effect?

After 2030.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

Life cycle evaluation costs will be provided at multiple stages during the planning process.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

All funding for annual operating costs is planned to come from water enterprise revenue.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

No carryover from previous years.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2025-2029: Feasibility and alternative evaluations, bench-scale testing, pilot testing, development of basis of design
2030-2035: Detailed design, equipment selection and procurement, bidding, contracting, construction and start-up.

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Significant flexibility

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Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Safety: The availability of fully functional fire hydrants with enough pressure and flow for fire suppression is critical to the Fire Department. In support of this need, part of the Water Distribution Improvements project is to replace, fire hydrants that are past their service life and replace or rehabilitate water mains to improve flow.

Public Health: The health and vitality of our City relies on the ability for all residents to open the faucet and consistently get safe drinking water. This project supports the renewal and replacement of the water distribution system components that safely convey high quality water from the treatment plant to every neighborhood in the City.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

All neighborhoods.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

All water customers benefit from reliable distribution of safe drinking water throughout Minneapolis. The water distribution system delivers water to everyone equally.

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Inform

Describe the engagement and what have you learned?

Minneapolis Water Treatment and Distribution Services hosts tours for the community. Minneapolis school students and residents come to these tours to learn how safe drinking water is produced. The future advanced treatment facility would be included within the tour.

Analysis

How does the outcome for this project help the city achieve racial equity?

This work ensures all residents have equal access to safe drinking water.

Additional Information

Many challenges relating to future water quality regulations and customer-based concerns can be addressed by incorporating advanced water treatment technologies into the drinking water treatment system. It is in the City's best interest to continue to upgrade and advance the existing treatment operations with well-tested, viable technologies in order to encourage trust in its constituents.

WTR43 - Water Distribution Facility

Project Details:

Project Start Date: 01/01/2013

Estimated Project Completion Date: 12/31/2030

Ongoing Program: No

Current Phase: Planning

Level of Need: Significant

Department Priority: 6 of 16

Submitting Agency: Public Works - Water
Treatment and Distribution Services

Contact Person: Annika Bankston

Contact Phone Number: 612-673-2991

Contact Email:

annika.bankston@minneapolismn.gov

Website:

Prior year(s) funding amounts: The prior year funding amounts for WTR18 are: \$3,000,000 in 2013, \$4,000,000 in 2014, \$1,500,000 in 2016, \$7,500,000 in 2017, \$1,235,000 in 2018, \$15,285,000 in 2020, \$1,000,000 in 2021, \$1,670,000 in 2022, \$1,670,000 in 2023, and \$4,577,000 in 2024.

Total project cost (all years): To be determined.

Project Location:

Address: To be determined

City Sector: To be determined

Neighborhood(s) Located: To be determined

Ward(s) Located: To be determined

Description of Location: To be determined

Project Description

The existing Water Distribution and Maintenance Facility (East Side Yard facility) is located at the intersection of 5th Avenue S.E. and Hennepin Avenue. This facility serves as the base of operations for the water distribution system maintenance and construction operations of the Water Treatment and Distribution Division. A new property needs to be acquired and new facilities designed and built.

Although this is a new CBR request, it is for a long-needed project. The prior years' funding amount, shown above, is made up of the Water fund's share of the 2013-2024 appropriations for WTR18 which were requested to fund the Water fund's share of the proposed expansion of the Public Works' Hiawatha Maintenance facility project. This current request assumes the remaining unused appropriations \$28,437,000 will be converted to WTR43 appropriations in the future. The Water fund's \$19,986,000 in 2025-2028 appropriations have been moved from WTR18 to WTR43 for this proposed 2025-2030 capital budget. The total requested amount for the Water Distribution facility have not changed. Once an estimated project cost is determined the appropriation amounts will be updated to reflect the expected project cost.

Purpose and Justification

The purpose of this Project is to design and build a suitable multipurpose maintenance facility for the Water Distribution operations of the Water Treatment and Distribution Division of the Minneapolis Public Works Department.

The current site for Water Distribution operations dates back to the 1880s and is comprised of multiple structures of various sizes and types, circulation space, construction yard space, and site storage spaces that are intermingled with employee parking areas. These facilities, due to age, location, and evolving operations and maintenance activities no longer provide adequate or efficient use of space for the required Water Department operations. Several of the buildings have exceeded their life cycle and need to be replaced, while others are in need of major repairs and rehabilitation in order to continue service. The existing facilities are deficient in a variety of functional areas including heating, air conditioning, power, lighting, security and communications. In addition, the industrial nature of the site coupled with the inefficient physical layout has a strong negative impact on the surrounding neighborhood.

Project Visuals

The current Water Distribution East Side Yard office and garage at East Hennepin and 5th Ave SE



Current warehouse



Current warehouse

Project Funding and Cost Breakdown

WTR43							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
391003 - Enterprise Bonds Issued	\$0	\$4,995,000	\$4,995,000	\$4,996,000	\$5,000,000	\$0	\$0
395400 - Water Revenue	\$0	\$0	\$0	\$0	\$0	\$0	\$0
REVENUES	\$0	\$4,995,000	\$4,995,000	\$4,996,000	\$5,000,000	\$0	\$0
Expenses							
DANDPM - Design and Project Management	\$0	\$799,000	\$799,000	\$799,000	\$800,000	\$0	\$0
CONSTC - Construction Costs	\$0	\$4,004,000	\$4,004,000	\$4,005,000	\$4,008,000	\$0	\$0
GOVER - General Overhead	\$0	\$192,000	\$192,000	\$192,000	\$192,000	\$0	\$0
EXPENSES	\$0	\$4,995,000	\$4,995,000	\$4,996,000	\$5,000,000	\$0	\$0

Asset Condition

Asset type:

Vertical Infrastructure

Is this request a new capital project or an existing project?

New

If the project is an existing asset, what is the observed remaining life of the asset?

The existing Water Distribution facilities will be demolished or reused for other purposes as it coordinates with FIR11

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The Water Distribution facility is past its intended and usable life. This facility has had minimal maintenance since this project was originally proposed in 2014.

What is the expected useful life of the project/improvement?

75-100 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This project has been long delayed while co-location of Water Distribution operations and facilities with other Public Works' divisions at the existing Public Works Hiawatha campus were pursued. The result is increased cost due to market escalation of property value and Construction costs. Deferring the project has also resulted in additional cost for Public Works operations due to limited space on the existing Hiawatha facility site and needing to use space on other sites or leased locations.

On-going extensive maintenance and repairs of obsolete building systems at Water's existing East Side Yard facility. Water Distribution staff continue to work in undersized, outdated facilities that negatively impact work efficiency and effectiveness and are at odds with the City's goal to be an employer of choice.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This Project will construct a city facility that will be owned and operated by the City of Minneapolis and funded within the Water Enterprise fund.

Economic Development

Will the project contribute to growth in the City's tax base?

Yes (indirectly)

Describe the economic development impact of the project:

Relocation of the Water Distribution facility from the East Side Yard site at Hennepin Avenue and 5th Ave SE will allow relocation of Fire Station 11 and private development of excess site area and historic water department storage and horse stable buildings

Does the project support redevelopment opportunity that without the project would be infeasible?

Yes, on a portion of the current East Side Yard Water site, and at the Fire Station 11 site that will be vacated.

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

To be determined. The Project design team will use the Complete Streets Policy and Vision Zero initiatives to inform the design and opportunities for connections.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

To be determined. The Project design team will use the Complete Streets Policy and Vision Zero initiatives to inform the design and opportunities for connections.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

To be determined.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

All applicable environmental and regulatory codes, standards, and City policies and guidelines will be adhered to in the design, construction, and operation of the new facility.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

A facility that is efficient, sustainable, safe, energy efficient, and environmentally friendly.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

In 2023, the State of Minnesota appropriated \$4,500,000 to the Public Facilities Authority for a grant to Minneapolis for predesign, design, engineering, and environmental analysis of the water distribution facility to be located in Hennepin County or Anoka County. (MN House File 670, Article I, Sec. 15, Subd. 11 "Minneapolis; Water Distribution Facility")

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

None at this time.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

None at this time, opportunities for public art will be considered and implemented as part of the project

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

To be determined.

What is the estimated annual operating cost increase or (decrease) for this project?

To be determined

Year that Operating Incr/(Decr) will take effect?

Once Water Distribution staff and operations are relocated to new facility.

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

To be determined. Newly constructed industrial facilities have more complex mechanical, electrical, and life-safety systems than the buildings they replace. The advantage is that the systems provide for a healthier and safer environment for the staff. Although the systems are more energy efficient (approximately 30%) the savings are sometimes offset by conditioning increased volume of fresh air or controlling temperature and humidity with more precision. Similarly, the maintenance savings of having new systems is offset by having more systems to maintain. The end result is there may not be any operational savings with the new building. The true savings will be with the effectiveness of the operation.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

If there are any additional operating costs (compared to existing), these costs will be included in the required revenue to be recovered by water rates as part of recurring cost of service analysis and associated rate setting as part of budgeting cycles.

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

A suitable property needs to be located and purchased before entering the planning & design stage prior to construction activities.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

2024-2025: Property search

TBD: RFP for program consultant and preliminary planning (in-depth alternatives assessment and basis of design).

TBD: Preliminary Design, Detailed Design, Equipment selection and procurement,

TBD: Installation and Construction

TBD: Finish Construction

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Minimal flexibility, a new Water Distribution facility is an important and urgent need.

Prior year(s) funding amounts: (Insert year and amount of prior authorizations): From 2014 to 2024, \$36,680,000 in Water funds were authorized for the Division of Water Treatment and Distribution Services share of the Public Works Campus expansion (project WTR18). Reimbursements owed to the Water Fund for the costs incurred will be requested in future years to be allocated to this project.

To be determined

Minneapolis City Goals

Minneapolis is an intentionally compassionate city where each of us can reach our full potential while caring for one another, eliminating racial disparities, improving our environment and promoting social well-being. We lead in innovative and creative ways, focused not only on our present needs, but also the success of future generations.

Public Safety - The City prioritizes collaborative and community-inclusive strategies to ensure safety for all members of our community.

Housing - The City prioritizes equitable access to safe, stable, accessible and affordable housing to eliminate racial disparities in housing.

Economic Development - The City prioritizes economic inclusion so that all workers and families are supported and Black, Indigenous and People of Color-owned businesses in all sectors can thrive.

Public Services - The City prioritizes reliable and equitable access to high-quality public services.

Environmental Justice - The City prioritizes sustainable practices and renewable resources to equitably address climate change while restoring and protecting our soil, water and air.

Built Environment and Transportation - The City prioritizes high-quality neighborhoods, streets, infrastructure and equitable access to multimodal transportation in all parts of the city through thoughtful planning and design.

Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Public Services: A modern Water Distribution facility meeting the needs of staff enables more efficient, effective delivery of water distribution maintenance and services.

Built Environment and Transportation: City prioritizes high-quality infrastructure.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

Racial demographics and neighborhood impacts will be considered as part of evaluating locations for new facility.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

To be determined

What data is available or missing? How can you obtain additional data?

To be determined

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Neighborhood will be informed of the planned facility once the site is selected Then feedback will be sought on site layout, right-of-way improvements, and publicly accessible spaces.

Describe the engagement and what have you learned?

Not applicable

Analysis

How does the outcome for this project help the city achieve racial equity?

Racial equity considerations will be included as part of location selection and facility planning

Additional Information

In May 2023, City leadership supported the sale of the Roof Depot site for an East Phillips Indoor Farm and the existing Public Works Hiawatha Campus will not be expanded. Consequently a new location is needed for the Water Distribution facility. A new Water Distribution facility has been a capital request and CLIG supported project for over 10 years and Water funds have been budgeted as such. A new facility should be delivered as soon as possible.

WTR9R - Reimbursable Watermain Projects

Project Details:

Project Start Date: 01/01/2011

Estimated Project Completion Date: 12/31/2030

Ongoing Program: Yes

Current Phase: All - Planning / Design & Construction

Level of Need: Significant

Department Priority:

Submitting Agency: Public Works - Water Treatment & Distribution Services

Contact Person: Marie Asgian

Contact Phone Number: 612-673-5682

Contact Email: marie.asgian@minneapolismn.gov

Website:

Prior year(s) funding amounts: This is an on-going program that is funded annually at \$2,000,000 however, the allocation is cost neutral: revenues equal expenses.

Total project cost (all years): Net neutral project cost

Project Location:

Address: Various

City Sector: Multiple

Neighborhood(s) Located: Various

Ward(s) Located: Various

Description of Location: Various - Project Specific

Project Description

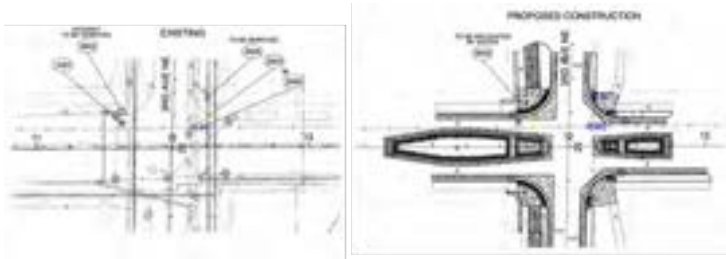
These funds are requested to allow Public Works Water Distribution to do "work for others" (public and private) that is reimbursed by the requesting agency, business or individual. This is essentially a pass-through appropriation to cover the costs during construction that will be invoiced and recovered upon its completion. The work performed under this project is primarily relocation of water main and other distribution system components to facilitate installations by other entities such as MNDOT, LRT, Xcel, and Centerpoint.

Purpose and Justification

See project description

Project Visuals and Map

Existing and proposed drawings showing the relocation of water infrastructure to accommodate the project



Project Funding and Cost Breakdown

WTR9R							
	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030
Revenues							
345501 - Other Services Provided	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
REVENUES	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Expenses							
DANDPM - Design and Project Management	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000	\$320,000
CONSTC - Construction Costs	\$1,603,000	\$1,603,000	\$1,603,000	\$1,603,000	\$1,603,000	\$1,603,000	\$1,603,000
GOVER - General Overhead	\$77,000	\$77,000	\$77,000	\$77,000	\$77,000	\$77,000	\$77,000
EXPENSES	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000

Asset Condition

Asset type: Horizontal Infrastructure

Is this request a new capital project or an existing project? Existing

If the project is an existing asset, what is the observed remaining life of the asset?

The remaining life of the asset varies but the work is driven by and reimbursed by others who require water infrastructure relocation to accomplish other work. Two examples of this work are lowering a water main to accommodate a crossing of a new or upgraded underground utility and the relocation of a fire hydrant in to accommodate a street reconstruction project that has intersection bumpouts.

What is the current condition of the asset? Please describe the metrics you use to assess the condition of the asset.

The asset condition is generally good but the asset location needs to be altered to accomplish project work by others, e.g. relocation of a fire hydrant as part of a street reconstruction project where the roadway width is being altered. The metric for asset condition is that the item is fully functional as an integral part of the water distribution system.

What is the expected useful life of the project/improvement?

40 years

Investment/Cost of Deferred Maintenance

If this project is not funded, what are the costs (ex. increased maintenance costs) of deferring the project? Are there operating impacts associated with deferring or canceling this project?

This allocation is cost neutral: revenues equal expenses. This allocation allows the Water Division to perform work in advance of project work by other contractors to minimize the impact to project schedules.

What is the funding strategy for this asset over the long term? Does this project leverage additional non-City funding sources? If so, are they contingent on city funding for this project?

This work is typically a one-for-one replacement in kind of an existing asset for a new one. The capital outlay is reimbursed. On-going maintenance costs are the same.

Service Level

What, if any, regulatory, industry or environmental standards does this asset need to perform to? Please describe these elements and how it is currently performing.

Requirements of the Safe Drinking Water Act, American Water Works Association standards for water system components, the City's Supplemental Standards for Construction in the Public Right of way and sound engineering practices.

What does a full service level entail for this project? If an existing project, are we currently either meeting this or missing this target? On a scale of 1-5, please rank the project as it relates to service level (1 is "complete failure - no service delivery/life safety risk", 3 is "the asset works, but not well", and 5 is "perfect - people love it").

Full service level entails the asset being fully functional as a drinking water distribution system component. The goal is to be at level 5 at the end of the project.

Partnerships

Have Grants for this project been secured? If yes, please include grant source and amount

No

Describe status and timing details of secured or applied for grants or other non-City funding sources:

This is a pass-through appropriation wherein water enterprise revenue funds are utilized to perform work. Upon completion, expenses are accumulated and invoiced for reimbursement by the requesting entity. The relative timing of the work is controlled by the requesting entity.

Describe any collaborative arrangements with outside project partners, including who they are and what their role is with the project

This project is collaborative in that all work is requested and funded by others.

Describe any inclusion of public art with the project or collaboration with Art in Public Places

Not applicable.

Economic Development

Will the project contribute to growth in the City's tax base? No

Describe the economic development impact of the project:

INot applicable

Does the project support redevelopment opportunity that without the project would be infeasible?

Not applicable

Transportation

Is the proposed project on an existing or planned transitway, transit route, or high-volume pedestrian corridor? If yes, provide details on how the project will improve the transit and/or pedestrian experience.

No.

Does the proposed project anticipate multi-modal enhancements (sidewalks, bicycle or transit facilities)? Provide details.

No.

Is the right-of-way constrained and do you anticipate that modes of travel will be competing for space? Provide details, is there potential for innovative design options? Provide details.

Not applicable.

Operations and Maintenance

Will the request maintain or reduce current operating and maintenance costs or will it add to or create new operating or maintenance costs?

This work is typically a one-for-one replacement in kind of an existing asset for a new one. On-going maintenance costs are the same.

What is the estimated annual operating cost increase or (decrease) for this project?

\$0

Year that Operating Incr/(Decr) will take effect?

Not applicable

Describe how operating cost increases or decreases were determined and include details such as personnel costs, materials, contracts, energy savings, etc:

This work is for various projects for outside agencies, other utilities, and sometimes for other divisions of public works. Operating cost impacts cannot really be determined but since the work is primarily a one-for-one re-location of existing water main or distribution system components, the operating costs would not change. The Water Distribution operating budget would cover any routine costs that would result from the improvements made by this program. Generally, operational costs are cost-neutral or slightly decrease since a used, but serviceable, component is being replaced with a new component. Efficiency improvements are considered wherever possible.

If new infrastructure, discuss how the department/agency will pay for the increased annual operating costs:

Not applicable

For new infrastructure, describe the estimated timing and dollar amount of future capital investment required to realize the full expected useful life of the project

Not applicable

Project Coordination

Describe completion status for ongoing projects and how and when the department/agency plans to use the prior year remaining bond authorizations:

Project is funded by Water Revenue and not bond funded. Since work under this project is reimbursable water system alterations, work is invoiced upon the completion so that revenues equal expenses.

If this is a new project, describe the major project phases and timing anticipated for completing the project:

Not applicable

Scalability/Funding Allocation Flexibility – discuss any flexibility to increase or decrease funding among the years in the five-year plan and the most that could be spent in a given year:

Not applicable

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Public Health - The City prioritizes positive youth development so that all children can grow healthy and safe.

Arts and Culture - The City prioritizes arts and culture as an important part of inclusive economic development and placemaking in our communities.

Which of the above goals are furthered by the project? Please describe how the project furthers these goals.

Built Environment & Transportation This project supports development and infrastructure improvement projects by providing a tool to resolve utility conflicts within the right-of-way. At times, relocating water main (on a fee-for-service basis) can facilitate a cost-effective solution to transportation improvement projects and other infrastructure projects.

Racial Equity Impact Analysis

Data

List the specific geographies that will be impacted and the racial demographics of constituents in those areas.

This work occurs citywide.

What does available data tell you about how constituents from BIPOC communities currently relate to the desired outcome compared to white constituents?

Work is utility relocation within the public right-of-way at the request of and financed by a bigger overarching project. The water system work is small and typically unnoticed as compared to the overarching project but critical to the continuity of service to all water customers

What data is available or missing? How can you obtain additional data?

Not applicable

Community Engagement

Using the international Association of Public Participation (IAP2) Public Participation Spectrum, which participation strategy or strategies was used, or will you use, when engaging those who would be most impacted?

Not applicable- the project work is utility relocation within the public right of way to accommodate improvement projects by others. Any community engagement would be part of the over-arching project that is requesting the utility relocation.

Describe the engagement and what have you learned?

Not applicable

Analysis

How does the outcome for this project help the city achieve racial equity?

While this does not specifically help the city achieve racial equity, it provides continuity of water service to all water users.

Additional Information