

HENNEPIN COUNTY
MINNESOTA

2022 Capital Budget
and
2022 – 2026 Capital Improvement Program



2022 CAPITAL BUDGET

2022 – 2026 Capital Improvement Program

Hennepin County, Minnesota

As approved on December 14, 2021 by the

Hennepin County Board of Commissioners

Jeffrey Lunde, District 1

Irene Fernando, District 2

Chair, Marion Greene, District 3

Angela Conley, District 4

Vice-Chair, Debbie Goettel, District 5

Chris LaTondresse, District 6

Kevin Anderson, District 7

Hennepin County Administrator

David J. Hough

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Hennepin County Profile

Geography

Hennepin County was established by the territorial legislature of Minnesota in 1852, six years before Minnesota became a state.

The county is located within the Twin Cities Metropolitan Area. The upper Mississippi flows through Minneapolis and defines the northeastern boundary of the county. Minneapolis, the most populous city in Minnesota, is one of 45 municipalities within the county. The county encompasses 611 square miles with 200 lakes larger than 10 acres and numerous parks and trails providing recreational opportunities and community amenities to residents.

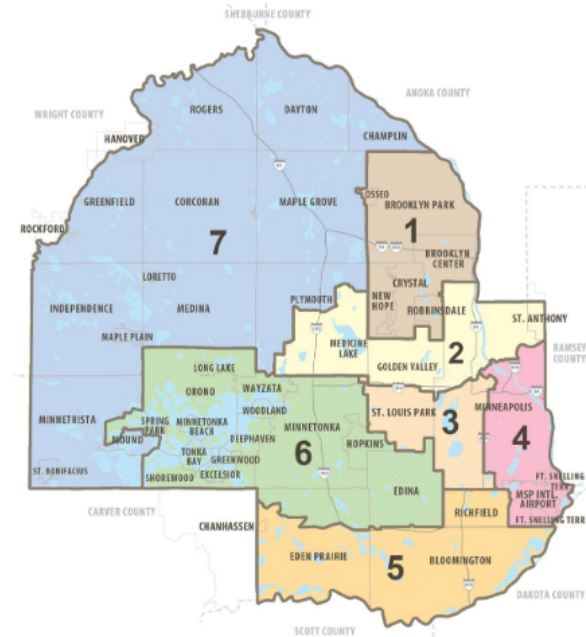


Government

Hennepin County is governed by a seven-member Board of Commissioners elected by district for staggered four-year terms. The County Attorney and Sheriff are also elected officials. County Commissioners are responsible, among other things, for authorizing resolutions, adopting the annual budget, appointing committees and hiring the County Administrator. The County

Administrator is responsible for carrying out the policies and resolutions of the Board of Commissioners, for overseeing the day-to-day operations of the county, and for appointing the heads of the county's departments. Hennepin County is the largest local government in Minnesota and has been rated among the best managed large counties by studies from Syracuse University and *Governing Magazine*.

Hennepin County Commissioner Districts



2021 Elected officials

Board of Commissioners

- Jeffrey Lunde, District 1
- Irene Fernando, District 2
- Marion Greene, District 3
- Angela Conley, District 4
- Debbie Goettel, District 5
- Chris LaTondresse, District 6
- Kevin Anderson, District 7

Michael O. Freeman, County Attorney
David P. Hutchinson, County Sheriff

MISSION/VISION STATEMENT OF HENNEPIN COUNTY

MISSION

The mission of Hennepin County is to enhance the health, safety and quality of life of our residents and communities in a respectful, efficient and fiscally responsible way.

VISION

We envision a future where residents are healthy and successful and where our communities are safe and vibrant. We will strive to meet and exceed expectations by engaging people and communities in developing innovative solutions to challenges. We will be a diverse, learning organization. We will partner with others to enhance the quality of life in Hennepin County and the region.

OVERARCHING GOALS

People are:

- **Healthy.** People are healthy, have access to quality health care and live in a clean environment.
- **Protected and Safe.** People are safe from harm through prevention, early intervention and treatment services, and through enhanced public safety.
- **Self-reliant.** People achieve success with the support of essential services, have access to affordable housing and opportunities for life-long learning.
- **Assured Due Process.** People are assured equal protection of the laws through an adversarial and respectful system designed to assure fairness and reliability in the ascertainment of liability, guilt and innocence.
- **Mobile.** People and goods move easily and safely throughout the county and the region, via an integrated system of transportation.

By putting the customer first, every Hennepin County employee will work every day to achieve our mission, vision and goals. We will strive to improve our services through proactive, innovative public stewardship.

HENNEPIN COUNTY

MINNESOTA

January 3, 2022

Board of County Commissioners
Hennepin County Government Center
Minneapolis, Minnesota 55487

Honorable Board Members:

I am submitting herewith the 2022 capital budget and the 2022-2026 Capital Improvement Program (CIP), as adopted by the County Board on December 14, 2021. The adopted capital budget is in alignment with, and directly supports, the county's priorities and core services.

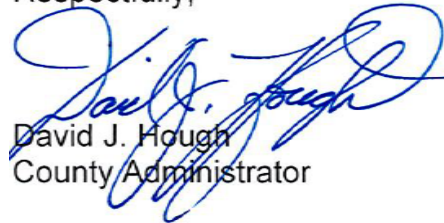
The 2022 capital budget totals \$337,014,500 which is \$146 million more than the \$191 million 2021 capital budget, as adjusted through June 2021, but less than the 2020 adjusted capital budget of \$461.4 million dollars.

Significant annual increases or decreases in the capital budget are common due to the ever-changing mix of projects, their implementation schedules, and the changing revenue sources available to fund those initiatives. This year's budget increase is mostly driven by three projects that moved from the out-years of the prior five-year capital improvement program to receiving approval for 2022 implementation: \$43.5 million for a new anaerobic digestion facility, \$20.0 million toward a new Sheriff's law enforcement center, and \$46.0 million toward the medical center's purple parking ramp expansion.

The 2022-2026 capital improvement program totals \$1,447,251,500; approximately \$405 million more than the \$1.0 billion five-year capital program that was approved for 2021-2025, and about \$200 million less than the \$1.6 billion 2020-2024 capital improvement program.

A report with recommendations from the Capital Budgeting Task Force is included in the section of the Capital Budget labeled "CBTF Report" (Section VII). I would like to express the county's appreciation to the members of the Capital Budgeting Task Force for their time and efforts in analyzing capital requests and making their recommendations.

Respectfully,

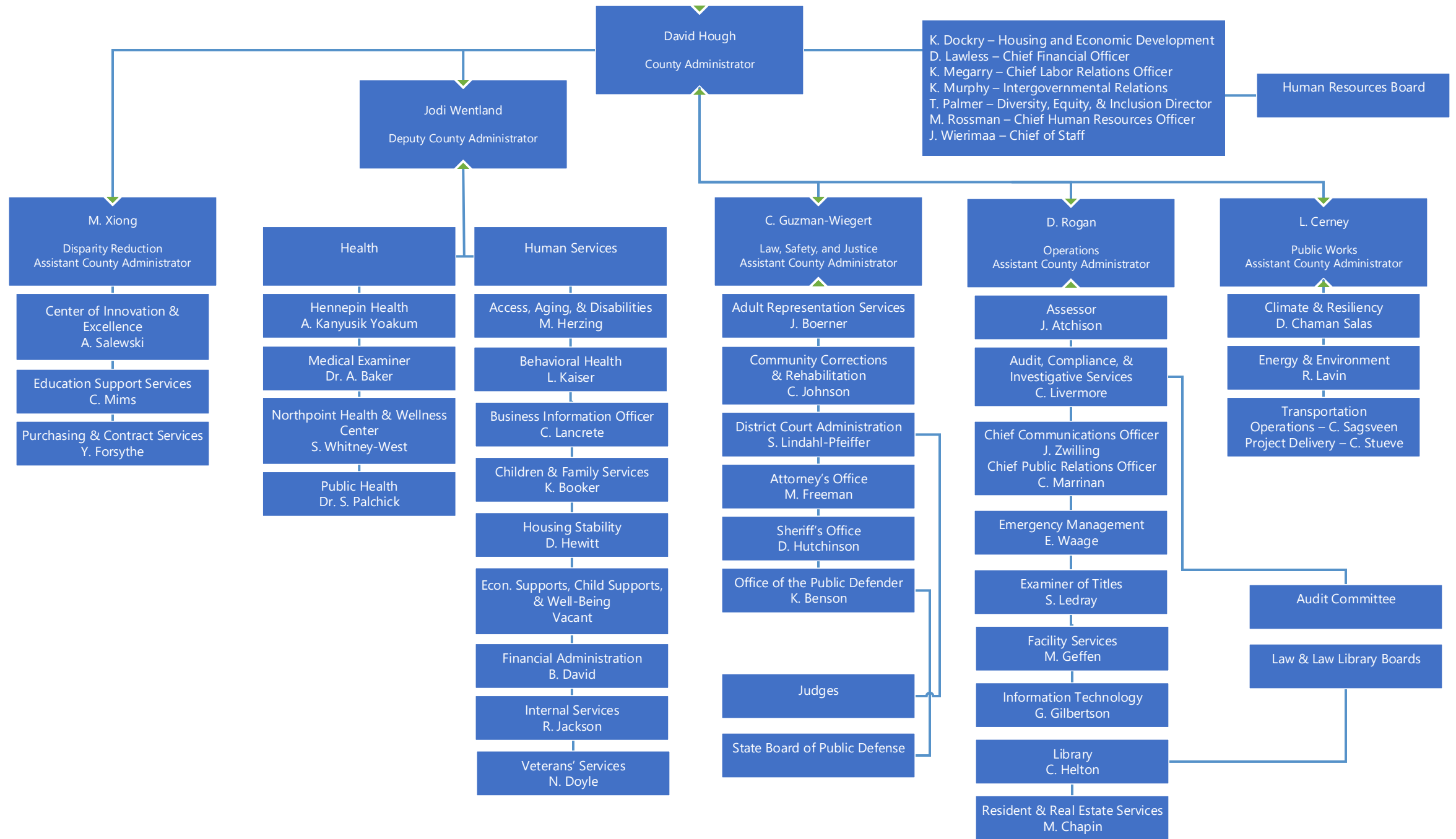


David J. Hough
County Administrator

Hennepin County Administration

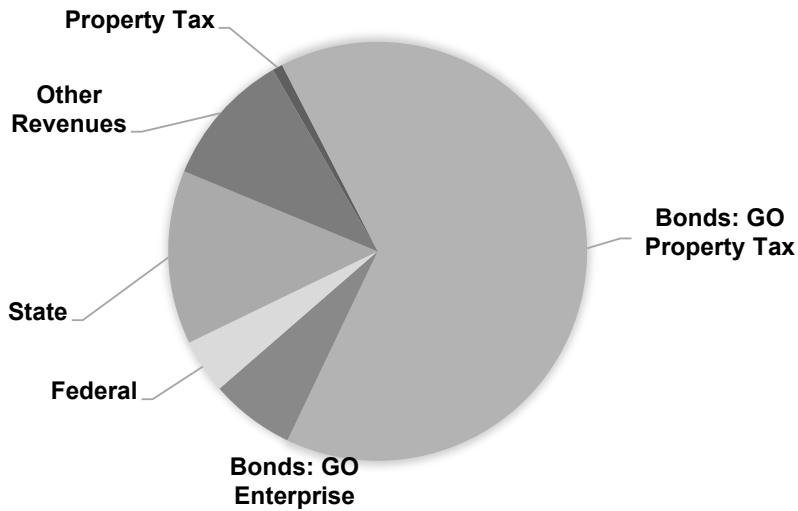
A-2303 Government Center, 300 South Sixth Street, Minneapolis, MN 55487-0233
612-348-7574 | TDD: 612-348-7367 | FAX: 612-348-8228 | hennepin.us



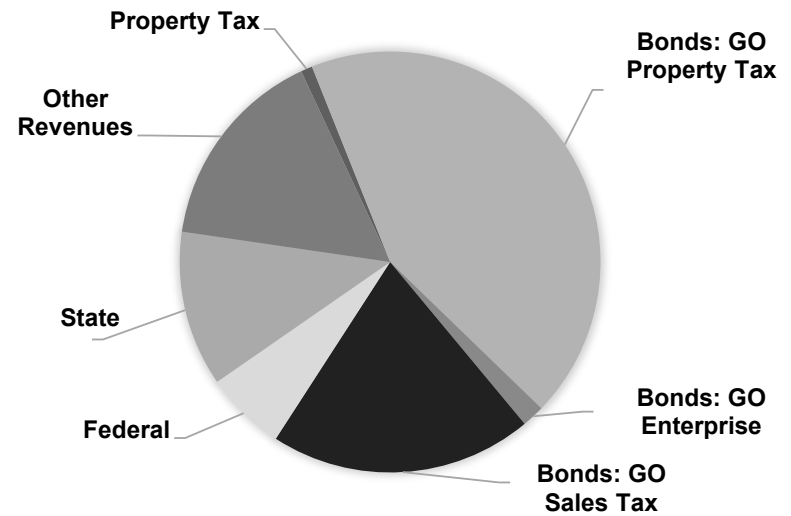


Revenues

2022 Budget



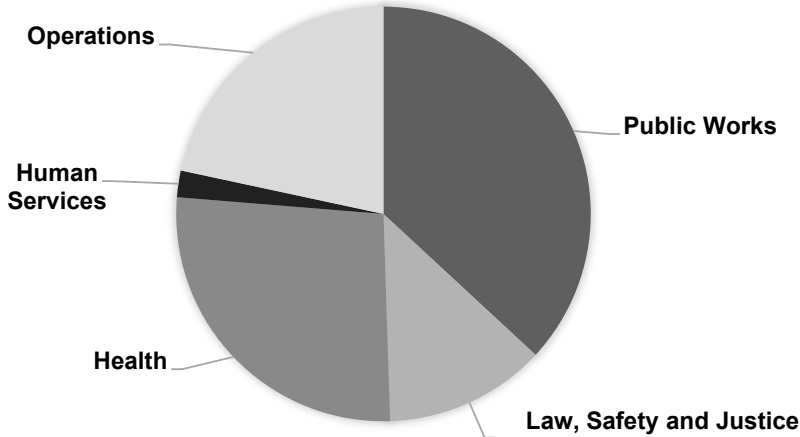
2022 - 2026 CIP



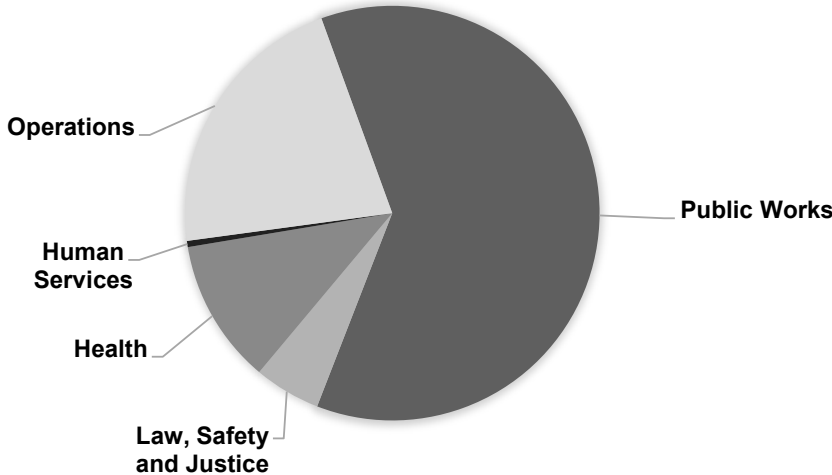
Revenue Category	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Property Tax	2,654,000	0.8%	3,165,000	2,395,000	2,630,000	1,990,000	12,834,000	0.9%
Bonds: GO Property Tax	217,839,500	64.6%	182,332,000	119,742,000	74,020,000	32,570,000	626,503,500	43.3%
Bonds: GO Enterprise	22,000,000	6.5%	1,000,000	1,000,000	1,000,000	0	25,000,000	1.7%
Bonds: GO Sales Tax	0	0.0%	0	0	80,000,000	212,100,000	292,100,000	20.2%
Federal	14,174,000	4.2%	28,825,000	13,868,000	19,087,000	14,000,000	89,954,000	6.2%
State	45,232,000	13.4%	42,284,000	40,352,000	21,875,500	23,196,000	172,939,500	11.9%
Other Revenues	35,115,000	10.4%	50,726,000	69,978,000	30,892,500	41,209,000	227,920,500	15.8%
Total	337,014,500	100.0%	308,332,000	247,335,000	229,505,000	325,065,000	1,447,251,500	100.0%

Expenditures

2022 Budget



2022 - 2026 CIP



Expenditure Area	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Public Works	124,330,000	36.9%	136,900,000	143,885,000	172,505,000	311,855,000	889,475,000	61.4%
Law, Safety and Justice	42,470,000	12.6%	21,310,000	6,540,000	4,795,000	0	75,115,000	5.2%
Health	90,305,000	26.8%	46,000,000	16,500,000	10,500,000	0	163,305,000	11.3%
Human Services	7,000,000	2.1%	0	0	0	0	7,000,000	0.5%
Operations	72,909,500	21.6%	104,122,000	80,410,000	41,705,000	13,210,000	312,356,500	21.6%
Total	337,014,500	100.0%	308,332,000	247,335,000	229,505,000	325,065,000	1,447,251,500	100.0%

Summary of Revenues

NOTE: All total and subtotal lines precede detail

Revenue Category	Budget to Date	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
		2022 Budget	2023	2024	2025	2026		
Grand Total	1,523,500,660	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	77,935,000	3,048,687,160
Taxes	10,598,860	2,654,000	3,165,000	2,395,000	2,630,000	1,990,000	3,360,000	26,792,860
Property Tax	10,412,345	2,654,000	3,165,000	2,395,000	2,630,000	1,990,000	3,360,000	26,606,345
Wheelage Tax	186,515	0	0	0	0	0	0	186,515
County Bonds	919,906,680	239,839,500	183,332,000	120,742,000	155,020,000	244,670,000	37,695,000	1,901,205,180
Bonds - GO Roads	79,743,360	20,505,000	19,925,000	19,592,000	19,520,000	19,360,000	21,520,000	200,165,360
Bonds - GO	321,163,320	197,334,500	162,407,000	100,150,000	54,500,000	13,210,000	16,175,000	864,939,820
Bonds - GO Enterprise	6,000,000	22,000,000	1,000,000	1,000,000	1,000,000	0	0	31,000,000
Bonds - G.O. Sales Tax	513,000,000	0	0	0	80,000,000	212,100,000	0	805,100,000
Federal	29,662,300	14,174,000	28,825,000	13,868,000	19,087,000	14,000,000	0	119,616,300
Federal - Other - Roads	28,837,300	9,174,000	22,825,000	12,868,000	19,087,000	14,000,000	0	106,791,300
Federal - Other	825,000	5,000,000	6,000,000	1,000,000	0	0	0	12,825,000
State	136,440,031	45,232,000	42,284,000	40,352,000	21,875,500	23,196,000	31,905,000	341,284,531
Mn/DOT State Aid - Regular	84,659,273	22,757,000	21,614,000	25,562,000	20,075,500	23,196,000	31,905,000	229,768,773
Mn/DOT State Aid - Municipal	3,650,000	825,000	4,050,000	1,740,000	0	0	0	10,265,000
Mn/DOT Turnback Funds	1,710,000	450,000	13,570,000	0	0	0	0	15,730,000
Mn/DOT Trunk Hwy Fund	8,000,000	0	0	0	0	0	0	8,000,000
State Road Bonds	250,000	0	0	0	0	0	0	250,000
State General Obligation Bonds	11,300,000	0	750,000	11,250,000	0	0	0	23,300,000
State Highway Grants	736,647	0	0	0	0	0	0	736,647
State - Other - Roads	3,531,111	(800,000)	500,000	0	0	0	0	3,231,111
State - Other	22,603,000	22,000,000	1,800,000	1,800,000	1,800,000	0	0	50,003,000
Other Revenues	426,892,789	35,115,000	50,726,000	69,978,000	30,892,500	41,209,000	4,975,000	659,788,289
Bloomington	125,000	0	100,000	110,000	655,000	600,000	2,780,000	4,370,000
Brooklyn Center	0	6,000	18,000	25,000	150,000	0	0	199,000
Brooklyn Park	21,176,000	0	0	0	0	1,280,000	0	22,456,000
Crystal	0	6,000	18,000	55,000	220,000	180,000	0	479,000
Edina	50,000	0	100,000	0	0	0	0	150,000
Excelsior	0	0	0	760,000	0	0	0	760,000
Golden Valley	0	20,000	50,000	80,000	107,000	0	0	257,000
Maple Grove	0	0	5,000	25,000	40,000	120,000	0	190,000
Minneapolis	8,875,229	6,626,000	3,955,000	4,121,000	3,326,000	1,919,000	1,155,000	29,977,229
New Hope	225,000	0	0	0	0	0	0	225,000
Orono	62,000	10,000	275,000	0	0	0	0	347,000
Richfield	25,000	47,000	165,000	594,000	895,500	2,110,000	1,040,000	4,876,500
Shorewood	0	0	150,000	760,000	0	0	0	910,000
Spring Park	300,000	350,000	800,000	150,000	0	0	0	1,600,000
St Louis Park	0	300,000	775,000	698,000	99,000	0	0	1,872,000
Lease Revenues	700,000	600,000	0	0	0	0	0	1,300,000
Other - Roads	503,825	250,000	915,000	200,000	0	0	0	1,868,825
Transfer from other Funds	382,760,856	10,000,000	38,000,000	57,000,000	20,000,000	35,000,000	0	542,760,856
Enterprise Income	600,000	7,900,000	5,400,000	5,400,000	5,400,000	0	0	24,700,000
Other	11,489,879	9,000,000	0	0	0	0	0	20,489,879

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
Grand Total			1,523,500,660	602,968,712	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	77,935,000	3,048,687,160
PUBLIC WORKS			1,161,509,461	457,555,761	124,330,000	136,900,000	143,885,000	172,505,000	311,855,000	61,760,000	2,112,744,461
Transportation Roads & Bridges			258,148,605	132,251,838	62,430,000	92,500,000	80,485,000	66,105,000	64,755,000	61,760,000	686,183,605
II-8	2121100	CSAH 2 - Penn Avenue from I-394 to 44th Avenue	13,513,660	2,427,184	(400,000)	0	0	0	0	0	13,113,660
		Property Tax	550,000		0	0	0	0	0	0	550,000
		Bonds - GO Roads	8,090,000		(400,000)	0	0	0	0	0	7,690,000
		Mn/DOT State Aid - Regular	1,500,000		0	0	0	0	0	0	1,500,000
		Minneapolis	3,373,660		0	0	0	0	0	0	3,373,660
II-10	2150900	CSAH 3 - Landscape Lake St fr Blaisdell to 1st & 3rd to 5th	1,500,000	861,639	0	0	0	0	0	0	1,500,000
		Federal - Other - Roads	758,400		0	0	0	0	0	0	758,400
		Mn/DOT State Aid - Regular	268,031		0	0	0	0	0	0	268,031
		State Road Bonds	250,000		0	0	0	0	0	0	250,000
		Minneapolis	223,569		0	0	0	0	0	0	223,569
II-12	2191800	CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd	300,000	215,533	1,300,000	0	0	0	0	0	1,600,000
		Bonds - GO Roads	0		200,000	0	0	0	0	0	200,000
		Federal - Other - Roads	0		828,000	0	0	0	0	0	828,000
		Mn/DOT State Aid - Regular	240,000		146,000	0	0	0	0	0	386,000
		Minneapolis	60,000		126,000	0	0	0	0	0	186,000
II-14	2155002	CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	400,000	220,000	0	480,000	4,580,000	0	0	0	5,460,000
		Bonds - GO Roads	200,000		0	0	0	0	0	0	200,000
		Federal - Other - Roads	0		0	0	3,500,000	0	0	0	3,500,000
		Mn/DOT State Aid - Regular	0		0	480,000	1,080,000	0	0	0	1,560,000
		Minneapolis	200,000		0	0	0	0	0	0	200,000
II-16	2184100	CSAH 3 - Excelsior Blvd multi-use trail fr 8th to 11th Ave	100,000	100,000	0	0	0	0	0	0	100,000
		Property Tax	100,000		0	0	0	0	0	0	100,000
II-18	2168100	CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	500,000	0	720,000	1,875,000	10,565,000	495,000	0	0	14,155,000
		Property Tax	0		0	0	200,000	0	0	0	200,000
		Bonds - GO Roads	0		0	0	2,592,000	0	0	0	2,592,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	500,000		420,000	1,100,000	0	396,000	0	0	2,416,000
		Minneapolis	0		0	0	75,000	0	0	0	75,000
		St Louis Park	0		300,000	775,000	698,000	99,000	0	0	1,872,000
II-20	2172600	CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	400,000	400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000	0	21,540,000
		Property Tax	0		0	0	0	200,000	0	0	200,000
		Bonds - GO Roads	0		0	0	0	2,960,000	0	0	2,960,000
		Federal - Other - Roads	0		0	0	0	7,000,000	0	0	7,000,000
		Mn/DOT State Aid - Regular	400,000		810,000	840,000	1,400,000	3,384,000	736,000	0	7,570,000
		Minneapolis	0		350,000	600,000	1,040,000	1,636,000	184,000	0	3,810,000
II-22	2210900	CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	0	0	180,000	480,000	1,110,000	4,640,000	0	0	6,410,000
		Property Tax	0		0	0	0	50,000	0	0	50,000
		Federal - Other - Roads	0		0	0	0	3,350,000	0	0	3,350,000
		Mn/DOT State Aid - Regular	0		145,000	325,000	650,000	985,000	0	0	2,105,000
		Minneapolis	0		35,000	155,000	460,000	255,000	0	0	905,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-24	2163700	CSAH 9 - Participate in TH 169 Realignment of South Ramp:	820,000	820,000	(40,000)	2,100,000	0	0	0	0	2,880,000
		Bonds - GO Roads	0		0	800,000	0	0	0	0	800,000
		Mn/DOT State Aid - Regular	620,000		(40,000)	1,300,000	0	0	0	0	1,880,000
		New Hope	200,000		0	0	0	0	0	0	200,000
II-26	2172800	CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	0	0	110,000	190,000	1,000,000	0	1,300,000
		Mn/DOT State Aid - Regular	0		0	0	80,000	120,000	820,000	0	1,020,000
		Crystal	0		0	0	30,000	70,000	180,000	0	280,000
II-28	2181400	CSAH 10 - Replace Bridge #90462 over Rush Creek in Corc	850,000	454,296	0	0	0	0	0	0	850,000
		Mn/DOT State Aid - Regular	850,000		0	0	0	0	0	0	850,000
II-30	2200800	CSAH 10 - Replace Bridge #91131 over Twin Lake	0	0	60,000	90,000	130,000	1,580,000	0	0	1,860,000
		Mn/DOT State Aid - Regular	0		48,000	54,000	80,000	1,280,000	0	0	1,462,000
		Brooklyn Center	0		6,000	18,000	25,000	150,000	0	0	199,000
		Crystal	0		6,000	18,000	25,000	150,000	0	0	199,000
II-32	2174500	CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	250,000	1	235,000	2,100,000	0	0	0	0	2,585,000
		Bonds - GO Roads	250,000		235,000	1,715,000	0	0	0	0	2,200,000
		Other - Roads	0		0	385,000	0	0	0	0	385,000
II-34	2163400	CSAH 15 - Replace Bridge #27592 at Tanager Channel	5,975,000	118,484	0	0	0	0	0	0	5,975,000
		Federal - Other - Roads	2,200,000		0	0	0	0	0	0	2,200,000
		Mn/DOT State Aid - Regular	2,538,353		0	0	0	0	0	0	2,538,353
		State Highway Grants	736,647		0	0	0	0	0	0	736,647
		State - Other - Roads	500,000		0	0	0	0	0	0	500,000
II-36	2173000	CSAH 17 - France Ave Safety Impr fr American Blvd to 76th	300,000	300,000	100,000	2,400,000	0	0	0	0	2,800,000
		Federal - Other - Roads	0		0	1,800,000	0	0	0	0	1,800,000
		Mn/DOT State Aid - Regular	200,000		100,000	400,000	0	0	0	0	700,000
		Bloomington	50,000		0	100,000	0	0	0	0	150,000
		Edina	50,000		0	100,000	0	0	0	0	150,000
II-38	2200900	CSAH 17 - Replace Bridge #90475 over Nine Mile Creek	0	0	50,000	250,000	285,000	2,335,000	0	0	2,920,000
		Mn/DOT State Aid - Regular	0		50,000	250,000	285,000	2,335,000	0	0	2,920,000
II-40	2052300	CSAH 22 - Reconst Lyndale Ave fr HCRRR Bridge to Frankli	0	0	870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000
		Property Tax	0		600,000	0	0	0	200,000	0	800,000
		Bonds - GO Roads	0		0	0	0	0	1,240,000	800,000	2,040,000
		Federal - Other - Roads	0		0	0	0	0	7,000,000	0	7,000,000
		Mn/DOT State Aid - Regular	0		215,000	480,000	845,000	950,000	2,705,000	3,815,000	9,010,000
		Minneapolis	0		55,000	120,000	365,000	470,000	1,035,000	1,155,000	3,200,000
II-42	2181500	CR 26 - Replace Bridge #90627 over Painter Creek	35,000	35,000	100,000	85,000	1,650,000	0	0	0	1,870,000
		Property Tax	35,000		0	85,000	0	0	0	0	120,000
		Bonds - GO Roads	0		100,000	0	1,650,000	0	0	0	1,750,000
II-44	2141100	CSAH 30 - Reconst 93rd Ave N fr Xylon Ave to East of Winn	5,345,000	5,048,864	0	0	0	0	0	0	5,345,000
		Mn/DOT State Aid - Regular	3,545,000		0	0	0	0	0	0	3,545,000
		Brooklyn Park	1,800,000		0	0	0	0	0	0	1,800,000
II-46	2191300	CSAH 34 - Normandale Blvd Safety Improvements at 98th S	2,225,000	2,225,000	0	0	0	0	0	0	2,225,000
		Bonds - GO Roads	480,000		0	0	0	0	0	0	480,000
		Federal - Other - Roads	1,170,000		0	0	0	0	0	0	1,170,000
		Mn/DOT State Aid - Regular	525,000		0	0	0	0	0	0	525,000
		Bloomington	50,000		0	0	0	0	0	0	50,000

Revenues by Project

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
ii-48	2191600	CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrow:	300,000	280,944	1,650,000	0	0	0	0	0	1,950,000
		Property Tax	0		54,000	0	0	0	0	0	54,000
		Bonds - GO Roads	0		250,000	0	0	0	0	0	250,000
		Federal - Other - Roads	0		846,000	0	0	0	0	0	846,000
		Mn/DOT State Aid - Regular	250,000		500,000	0	0	0	0	0	750,000
		Bloomington	25,000		0	0	0	0	0	0	25,000
		Richfield	25,000		0	0	0	0	0	0	25,000
ii-50	2167301	CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SI	3,150,000	1,400,000	14,100,000	0	0	0	0	0	17,250,000
		Property Tax	0		100,000	0	0	0	0	0	100,000
		Federal - Other - Roads	0		5,500,000	0	0	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	2,450,000		4,750,000	0	0	0	0	0	7,200,000
		Minneapolis	700,000		3,750,000	0	0	0	0	0	4,450,000
ii-52	2202200	CSAH 40 - Glenwood Ave ped improvements fr Penn to Brya	0	0	200,000	130,000	1,630,000	0	0	0	1,960,000
		Property Tax	0		10,000	10,000	50,000	0	0	0	70,000
		Federal - Other - Roads	0		0	0	1,000,000	0	0	0	1,000,000
		Mn/DOT State Aid - Regular	0		190,000	120,000	465,000	0	0	0	775,000
		Minneapolis	0		0	0	115,000	0	0	0	115,000
ii-54	2200700	CSAH 40 - Replace Bridge #94282 over Basset Creek	0	0	0	60,000	230,000	300,000	2,800,000	0	3,390,000
		Mn/DOT State Aid - Regular	0		0	45,000	155,000	195,000	2,100,000	0	2,495,000
		Minneapolis	0		0	15,000	75,000	105,000	700,000	0	895,000
ii-56	2186700	CR 47 - Turnback to Plymouth fr CSAH 101 to CSAH 61	5,000,000	0	0	0	0	0	0	0	5,000,000
		Bonds - GO Roads	5,000,000		0	0	0	0	0	0	5,000,000
ii-58	2191700	CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwoo	50,000	50,000	125,000	650,000	0	0	0	0	825,000
		Federal - Other - Roads	0		0	405,000	0	0	0	0	405,000
		Mn/DOT State Aid - Municipal	50,000		125,000	245,000	0	0	0	0	420,000
ii-60	2170500	CSAH 51 - Replace Bridge #7258 over Hendrickson Channe	700,000	100,000	2,900,000	0	0	0	0	0	3,600,000
		Mn/DOT State Aid - Regular	700,000		2,900,000	0	0	0	0	0	3,600,000
ii-62	2170600	CSAH 51 - Replace Bridge #7194 over Noerenberg Channel	125,000	125,000	3,000,000	0	0	0	0	0	3,125,000
		Mn/DOT State Aid - Regular	125,000		3,000,000	0	0	0	0	0	3,125,000
ii-64	2182000	CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH	1,100,000	989,720	1,050,000	4,500,000	750,000	0	0	0	7,400,000
		Mn/DOT State Aid - Municipal	800,000		700,000	3,700,000	600,000	0	0	0	5,800,000
		Spring Park	300,000		350,000	800,000	150,000	0	0	0	1,600,000
ii-66	2164000	CSAH 52 - Recondition Hennepin Avenue Bridges	275,000	217,181	600,000	1,000,000	13,185,000	0	0	0	15,060,000
		Mn/DOT State Aid - Regular	275,000		600,000	250,000	1,935,000	0	0	0	3,060,000
		State General Obligation Bonds	0		0	750,000	11,250,000	0	0	0	12,000,000
ii-68	2143102	CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	0	0	540,000	1,920,000	1,650,000	13,900,000	18,010,000
		Property Tax	0		0	0	0	0	0	220,000	220,000
		Bonds - GO Roads	0		0	0	0	0	0	7,220,000	7,220,000
		Mn/DOT State Aid - Regular	0		0	0	430,000	1,265,000	1,050,000	3,680,000	6,425,000
		Bloomington	0		0	0	110,000	655,000	600,000	2,780,000	4,145,000

Revenues by Project

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-70	2182100	CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	1,788,000	988,073	2,100,000	11,100,000	0	0	0	0	14,988,000
		Bonds - GO Roads	50,000		400,000	0	0	0	0	0	450,000
		Federal - Other - Roads	0		0	5,500,000	0	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	1,300,000		1,000,000	2,975,000	0	0	0	0	5,275,000
		State - Other - Roads	100,000		200,000	500,000	0	0	0	0	800,000
		Minneapolis	300,000		500,000	2,075,000	0	0	0	0	2,875,000
		Other - Roads	38,000		0	50,000	0	0	0	0	88,000
II-72	2120800	CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	0	0	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	20,330,000
		Property Tax	0		0	0	0	0	200,000	0	200,000
		Mn/DOT State Aid - Regular	0		128,000	480,000	1,031,000	1,440,000	8,240,000	4,160,000	15,479,000
		Richfield	0		32,000	120,000	539,000	810,000	2,110,000	1,040,000	4,651,000
II-74	2201500	CSAH 52 - Nicollet Ave safety improvements at 67th St	0	0	30,000	90,000	110,000	750,000	0	0	980,000
		Property Tax	0		0	0	0	10,000	0	0	10,000
		Federal - Other - Roads	0		0	0	0	579,000	0	0	579,000
		Mn/DOT State Aid - Regular	0		15,000	45,000	55,000	75,500	0	0	190,500
		Richfield	0		15,000	45,000	55,000	85,500	0	0	200,500
II-76	2210100	CSAH 52 - Hennepin Ave safety improvements fr 10th to 11t	0	0	120,000	180,000	1,750,000	0	0	0	2,050,000
		Property Tax	0		0	10,000	20,000	0	0	0	30,000
		Federal - Other - Roads	0		0	0	1,368,000	0	0	0	1,368,000
		Mn/DOT State Aid - Regular	0		60,000	80,000	171,000	0	0	0	311,000
		Minneapolis	0		60,000	90,000	191,000	0	0	0	341,000
II-78	2182800	CSAH 57 - Participate in Humboldt reconst fr 53rd to 57th Av	0	0	0	0	700,000	0	0	0	700,000
		Mn/DOT State Aid - Regular	0		0	0	700,000	0	0	0	700,000
II-80	2211000	CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden L	0	0	60,000	130,000	200,000	1,480,000	0	0	1,870,000
		Property Tax	0		0	0	10,000	20,000	0	0	30,000
		Federal - Other - Roads	0		0	0	0	1,158,000	0	0	1,158,000
		Mn/DOT State Aid - Regular	0		40,000	80,000	110,000	195,000	0	0	425,000
		Golden Valley	0		20,000	50,000	80,000	107,000	0	0	257,000
II-82	2165200	CSAH 81 - Broadway Safety Improvements at Lyndale Ave	1,357,000	1,230,256	0	0	0	0	0	0	1,357,000
		Property Tax	50,000		0	0	0	0	0	0	50,000
		Bonds - GO Roads	220,700		0	0	0	0	0	0	220,700
		Federal - Other - Roads	636,300		0	0	0	0	0	0	636,300
		Mn/DOT State Aid - Regular	450,000		0	0	0	0	0	0	450,000
II-84	2167600	CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowr	23,700,000	5,664,894	(2,600,000)	0	0	0	0	0	21,100,000
		Bonds - GO Roads	11,200,000		0	0	0	0	0	0	11,200,000
		Federal - Other - Roads	7,000,000		0	0	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	4,500,000		(1,600,000)	0	0	0	0	0	2,900,000
		State - Other - Roads	1,000,000		(1,000,000)	0	0	0	0	0	0
II-86	2182300	CSAH 82 - Const multi-use trail fr county line to 2nd St	250,000	250,000	150,000	800,000	4,300,000	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	250,000		150,000	650,000	1,440,000	0	0	0	2,490,000
		Mn/DOT State Aid - Municipal	0		0	0	1,140,000	0	0	0	1,140,000
		Excelsior	0		0	0	760,000	0	0	0	760,000
		Shorewood	0		0	150,000	760,000	0	0	0	910,000
		Other - Roads	0		0	0	200,000	0	0	0	200,000

Revenues by Project

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-88	2161100	CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 1	22,311,111	3,661,205	0	0	0	0	0	0	22,311,111
		Federal - Other - Roads	6,280,000		0	0	0	0	0	0	6,280,000
		Mn/DOT State Aid - Municipal	2,800,000		0	0	0	0	0	0	2,800,000
		State General Obligation Bonds	11,300,000		0	0	0	0	0	0	11,300,000
		State - Other - Roads	1,931,111		0	0	0	0	0	0	1,931,111
II-90	2174900	CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave	0	0	1,000,000	0	0	0	0	0	1,000,000
		Bonds - GO Roads	0		1,000,000	0	0	0	0	0	1,000,000
II-92	2923900	CSAH 103 - Reconst W Broadway fr 85th Ave N to 93rd Ave	36,340,000	33,755,841	0	0	0	0	0	0	36,340,000
		Bonds - GO Roads	1,250,000		0	0	0	0	0	0	1,250,000
		Mn/DOT State Aid - Regular	25,790,000		0	0	0	0	0	0	25,790,000
		Brooklyn Park	9,300,000		0	0	0	0	0	0	9,300,000
II-94	2051400	CSAH 103 - Reconst W Broadway fr Candlewood Dr to CSAI	21,470,000	20,513,746	0	0	0	0	0	0	21,470,000
		Mn/DOT State Aid - Regular	16,394,000		0	0	0	0	0	0	16,394,000
		Brooklyn Park	5,076,000		0	0	0	0	0	0	5,076,000
II-96	2091103	CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	2,304,000	1,895,694	500,000	15,050,000	0	0	0	0	17,854,000
		Property Tax	0		0	200,000	0	0	0	0	200,000
		Mn/DOT State Aid - Regular	532,000		40,000	900,000	0	0	0	0	1,472,000
		Mn/DOT State Aid - Municipal	0		0	105,000	0	0	0	0	105,000
		Mn/DOT Turnback Funds	1,710,000		450,000	13,570,000	0	0	0	0	15,730,000
		Orono	62,000		10,000	275,000	0	0	0	0	347,000
II-98	2181700	CSAH 121 - Replace Bridge #90617 over Rush Creek	0	0	0	50,000	50,000	100,000	1,240,000	0	1,440,000
		Property Tax	0		0	45,000	25,000	60,000	0	0	130,000
		Bonds - GO Roads	0		0	0	0	0	1,120,000	0	1,120,000
		Maple Grove	0		0	5,000	25,000	40,000	120,000	0	190,000
II-100	2181800	CSAH 146 - Replace Bridge #90623 over Luce Line Trail	0	0	0	0	50,000	205,000	295,000	5,800,000	6,350,000
		Mn/DOT State Aid - Regular	0		0	0	50,000	205,000	295,000	5,800,000	6,350,000
III-102	2111000	CSAH 152 - Reconst Rd fr CSAH 2 (Penn) to 41st Avenue N	17,508,000	3,695,845	0	0	0	0	0	0	17,508,000
		Federal - Other - Roads	7,000,000		0	0	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	7,074,175		0	0	0	0	0	0	7,074,175
		Minneapolis	3,118,000		0	0	0	0	0	0	3,118,000
		Other - Roads	315,825		0	0	0	0	0	0	315,825
III-104	2174100	CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49t	2,650,000	1,685,721	10,700,000	1,100,000	0	0	0	0	14,450,000
		Bonds - GO Roads	750,000		7,550,000	950,000	0	0	0	0	9,250,000
		Federal - Other - Roads	0		2,000,000	0	0	0	0	0	2,000,000
		Mn/DOT State Aid - Regular	1,200,000		0	0	0	0	0	0	1,200,000
		Minneapolis	700,000		1,150,000	150,000	0	0	0	0	2,000,000
II-106	2176400	CSAH 152 - Replace Bridge #91333 over Bassett Creek	50,000	50,000	240,000	360,000	3,900,000	0	0	0	4,550,000
		Mn/DOT State Aid - Regular	50,000		240,000	360,000	3,900,000	0	0	0	4,550,000
II-108	2140900	CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johr	1,430,000	858,622	1,800,000	10,200,000	5,000,000	0	0	0	18,430,000
		Bonds - GO Roads	430,000		600,000	200,000	2,300,000	0	0	0	3,530,000
		Federal - Other - Roads	0		0	7,000,000	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	800,000		600,000	2,600,000	1,700,000	0	0	0	5,700,000
		Minneapolis	200,000		600,000	400,000	1,000,000	0	0	0	2,200,000
II-110	2180300	CSAH 153 - Lowry Ave Bikeway fr 3rd St N to 2nd St N	500,000	500,000	0	0	0	0	0	0	500,000
		Property Tax	500,000		0	0	0	0	0	0	500,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-112	2140800	CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	300,000	1,200,000	2,550,000	11,300,000	0	0	15,350,000
		Bonds - GO Roads	0		0	0	0	3,440,000	0	0	3,440,000
		Federal - Other - Roads	0		0	0	0	7,000,000	0	0	7,000,000
		Mn/DOT State Aid - Regular	0		300,000	850,000	1,750,000	0	0	0	2,900,000
		Minneapolis	0		0	350,000	800,000	860,000	0	0	2,010,000
II-114	2176600	CSAH 158 - Replace Bridge #4510 over CP Rail	2,500,000	769,592	1,300,000	11,000,000	1,000,000	0	0	0	15,800,000
		Bonds - GO Roads	0		0	4,000,000	1,000,000	0	0	0	5,000,000
		Federal - Other - Roads	0		0	7,000,000	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	2,500,000		1,300,000	0	0	0	0	0	3,800,000
II-116	2164400	Advanced Traffic Management System (ATMS)	17,250,000	962,980	0	0	0	0	0	0	17,250,000
		Bonds - GO Roads	13,992,000		0	0	0	0	0	0	13,992,000
		Federal - Other - Roads	3,258,000		0	0	0	0	0	0	3,258,000
II-118	2176000	Metro Transit D Line - Locally Requested Scope	1,344,000	(722,964)	2,000,000	0	0	0	0	0	3,344,000
		Property Tax	200,000		0	0	0	0	0	0	200,000
		Bonds - GO Roads	209,400		0	0	0	0	0	0	209,400
		Federal - Other - Roads	534,600		0	0	0	0	0	0	534,600
		Mn/DOT State Aid - Regular	400,000		2,000,000	0	0	0	0	0	2,400,000
II-120	2193300	Metro Transit B Line - Locally Requested Scope	0	0	1,000,000	0	0	0	0	0	1,000,000
		Property Tax	0		500,000	0	0	0	0	0	500,000
		Mn/DOT State Aid - Regular	0		500,000	0	0	0	0	0	500,000
II-122	2191500	Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	150,000	150,000	250,000	1,600,000	0	0	0	0	2,000,000
		Federal - Other - Roads	0		0	1,120,000	0	0	0	0	1,120,000
		Other - Roads	150,000		250,000	480,000	0	0	0	0	880,000
II-124	2155700	77th Street Underpass at TH 77 Cedar Avenue	6,000,000	4,500,000	0	0	0	0	0	0	6,000,000
		Bonds - GO Roads	6,000,000		0	0	0	0	0	0	6,000,000
II-126	2167700	TH 252 / CSAH 109 85th Avenue N interchange	19,280,000	19,280,000	0	0	0	0	8,280,000	0	27,560,000
		Bonds - GO Roads	6,280,000		0	0	0	0	0	0	6,280,000
		Federal - Other - Roads	0		0	0	0	0	7,000,000	0	7,000,000
		Mn/DOT Trunk Hwy Fund	8,000,000		0	0	0	0	0	0	8,000,000
		Brooklyn Park	5,000,000		0	0	0	0	1,280,000	0	6,280,000
II-128	2210400	Pavement Rehabilitation Program 2022-2026	50,000	(100,812)	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000	0	42,400,000
		Property Tax	50,000		0	0	0	0	0	0	50,000
		Bonds - GO Roads	0		6,620,000	8,060,000	8,050,000	9,120,000	10,500,000	0	42,350,000
II-130	2999961	Maple Grove R of W Acquisition Reimbursement (CP 9635)	187,345	187,345	40,000	40,000	40,000	40,000	40,000	40,000	427,345
		Property Tax	187,345		40,000	40,000	40,000	40,000	40,000	40,000	427,345
II-132	2999971	Bottineau LRT Partnership Participation	0	0	0	0	0	0	2,500,000	5,500,000	8,000,000
		Bonds - GO Roads	0		0	0	0	0	2,500,000	5,500,000	8,000,000
II-134	2999968	Southwest LRT Partnership Participation	4,750,000	4,355,484	0	0	0	0	0	0	4,750,000
		Bonds - GO Roads	4,750,000		0	0	0	0	0	0	4,750,000
II-136	2183300	Safety and Asset Management 2019-2023	23,870,489	6,613,462	5,600,000	9,150,000	0	0	0	0	38,620,489
		Property Tax	645,000		150,000	200,000	0	0	0	0	995,000
		Wheelage Tax	186,515		0	0	0	0	0	0	186,515
		Bonds - GO Roads	18,681,260		1,550,000	2,200,000	0	0	0	0	22,431,260
		Mn/DOT State Aid - Regular	4,357,714		3,900,000	6,750,000	0	0	0	0	15,007,714

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-138	2201000	Safety and Asset Management 2024-2028	0	0	0	0	8,950,000	8,950,000	8,950,000	17,900,000	44,750,000
		Property Tax	0	0	0	0	200,000	200,000	200,000	400,000	1,000,000
		Bonds - GO Roads	0	0	0	0	2,000,000	2,000,000	2,000,000	4,000,000	10,000,000
		Mn/DOT State Aid - Regular	0	0	0	0	6,750,000	6,750,000	6,750,000	13,500,000	33,750,000
II-140	2183500	Cost Participation and Partnerships 2019-2023	6,525,000	4,048,415	2,700,000	3,000,000	0	0	0	0	12,225,000
		Property Tax	1,365,000	0	300,000	1,000,000	0	0	0	0	2,665,000
		Bonds - GO Roads	1,910,000	0	2,400,000	2,000,000	0	0	0	0	6,310,000
		Mn/DOT State Aid - Regular	3,225,000	0	0	0	0	0	0	0	3,225,000
		New Hope	25,000	0	0	0	0	0	0	0	25,000
II-142	2201100	Cost Participation and Partnerships 2024-2028	0	0	0	0	3,000,000	3,000,000	3,000,000	6,000,000	15,000,000
		Property Tax	0	0	0	0	1,000,000	1,000,000	1,000,000	2,000,000	5,000,000
		Bonds - GO Roads	0	0	0	0	2,000,000	2,000,000	2,000,000	4,000,000	10,000,000
II-144	2183400	Project Delivery 2019-2023	1,370,000	1,069,595	400,000	550,000	0	0	0	0	2,320,000
		Property Tax	520,000	0	150,000	350,000	0	0	0	0	1,020,000
		Mn/DOT State Aid - Regular	850,000	0	250,000	200,000	0	0	0	0	1,300,000
II-146	2201200	Project Delivery 2024-2028	0	0	0	0	850,000	850,000	850,000	1,650,000	4,200,000
		Property Tax	0	0	0	0	350,000	350,000	350,000	700,000	1,750,000
		Mn/DOT State Aid - Regular	0	0	0	0	500,000	500,000	500,000	950,000	2,450,000
		Transportation Sales Tax & Development	895,760,856	326,016,265	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000	0	1,347,860,856
II-148	1005876	HC Southwest Light Rail Transit	792,892,368	248,476,629	0	0	0	0	0	0	792,892,368
		Bonds - G.O. Sales Tax	450,000,000	0	0	0	0	0	0	0	450,000,000
		Transfer from other Funds	342,892,368	0	0	0	0	0	0	0	342,892,368
II-150	1005877	HC Bottineau Light Rail Transit	78,000,000	74,150,637	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000	0	530,100,000
		Bonds - G.O. Sales Tax	63,000,000	0	0	0	0	80,000,000	212,100,000	0	355,100,000
		Transfer from other Funds	15,000,000	0	10,000,000	38,000,000	57,000,000	20,000,000	35,000,000	0	175,000,000
II-152	1005878	HC Bus Rapid Transit Orange Line Construction	24,868,488	3,388,999	0	0	0	0	0	0	24,868,488
		Transfer from other Funds	24,868,488	0	0	0	0	0	0	0	24,868,488
		Environment & Energy	7,600,000	(712,342)	51,900,000	6,400,000	6,400,000	6,400,000	0	0	78,700,000
II-154	1006390	HERC Facility Preservation & Improvement 2021-2025	5,000,000	(3,260,000)	6,000,000	5,000,000	5,000,000	5,000,000	0	0	26,000,000
		Bonds - GO Enterprise	5,000,000	0	0	0	0	0	0	0	5,000,000
		Enterprise Income	0	0	6,000,000	5,000,000	5,000,000	5,000,000	0	0	21,000,000
II-156	1006391	Energy Center Improvements 2021-2025	0	0	0	1,000,000	1,000,000	1,000,000	0	0	3,000,000
		Bonds - GO Enterprise	0	0	0	1,000,000	1,000,000	1,000,000	0	0	3,000,000
II-158	1006392	Transfer Station Facility Preservation 2021-2025	350,000	329,345	400,000	400,000	400,000	400,000	0	0	1,950,000
		Enterprise Income	350,000	0	400,000	400,000	400,000	400,000	0	0	1,950,000
II-160	1005188	Organics Tipping and Loading Expansion	2,000,000	2,000,000	2,000,000	0	0	0	0	0	4,000,000
		Bonds - GO Enterprise	1,000,000	0	0	0	0	0	0	0	1,000,000
		State - Other	1,000,000	0	1,000,000	0	0	0	0	0	2,000,000
		Enterprise Income	0	0	1,000,000	0	0	0	0	0	1,000,000
II-162	1008034	New Anaerobic Digestion Facility	250,000	218,313	43,500,000	0	0	0	0	0	43,750,000
		Bonds - GO Enterprise	0	0	22,000,000	0	0	0	0	0	22,000,000
		State - Other	0	0	21,000,000	0	0	0	0	0	21,000,000
		Enterprise Income	250,000	0	500,000	0	0	0	0	0	750,000

Revenues by Project

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
LAW, SAFETY AND JUSTICE			26,585,000	13,217,793	42,470,000	21,310,000	6,540,000	4,795,000	0	0	101,700,000
District Court			4,540,000	3,304,405	815,000	3,950,000	3,195,000	2,800,000	0	0	15,300,000
III-2	1003245	HCGC Courtroom Jury Reconfiguration	540,000	25,169	815,000	1,350,000	595,000	0	0	0	3,300,000
		Bonds - GO	540,000		815,000	1,350,000	595,000	0	0	0	3,300,000
III-4	1008036	District Court Psychological Services Expansion	0	0	0	0	0	100,000	0	0	100,000
		Property Tax	0		0	0	0	100,000	0	0	100,000
III-6	1008037	New In-custody Courtroom	0	0	0	0	0	100,000	0	0	100,000
		Property Tax	0		0	0	0	100,000	0	0	100,000
III-8	1006378	District Court Digital Evidence Technology	4,000,000	3,279,237	0	2,600,000	2,600,000	2,600,000	0	0	11,800,000
		Bonds - GO	1,500,000		0	800,000	800,000	800,000	0	0	3,900,000
		State - Other	2,500,000		0	1,800,000	1,800,000	1,800,000	0	0	7,900,000
Community Corrections & Rehabilitation			20,535,000	9,661,963	13,395,000	4,690,000	3,345,000	1,995,000	0	0	43,960,000
III-10	1006380	DOCCR ACF Asset Protection 2019-2025	19,565,000	8,822,883	12,055,000	4,590,000	3,345,000	1,995,000	0	0	41,550,000
		Bonds - GO	19,565,000		12,055,000	4,590,000	3,345,000	1,995,000	0	0	41,550,000
III-12	1007207	Juvenile Detention Center Safety Upgrades	970,000	839,080	1,140,000	0	0	0	0	0	2,110,000
		Bonds - GO	970,000		1,140,000	0	0	0	0	0	2,110,000
III-14	1005168	ACF Program Services Remodel	0	0	100,000	0	0	0	0	0	100,000
		Property Tax	0		100,000	0	0	0	0	0	100,000
III-16	1008038	ACF Men's Visitation/Education & Staff Training Remodeling	0	0	100,000	0	0	0	0	0	100,000
		Property Tax	0		100,000	0	0	0	0	0	100,000
III-18	0031843	ACF Women's Section Expansion	0	0	0	100,000	0	0	0	0	100,000
		Property Tax	0		0	100,000	0	0	0	0	100,000
Sheriff			1,510,000	251,425	28,260,000	12,670,000	0	0	0	0	42,440,000
III-20	1007652	North Metro Regional Public Safety Training Facility	700,000	0	7,500,000	0	0	0	0	0	8,200,000
		Bonds - GO	0		7,500,000	0	0	0	0	0	7,500,000
		Other	700,000		0	0	0	0	0	0	700,000
III-22	1006425	New Sheriff's Law Enforcement Center	0	0	20,000,000	12,000,000	0	0	0	0	32,000,000
		Bonds - GO	0		20,000,000	12,000,000	0	0	0	0	32,000,000
III-24	1007214	Sheriff's Furniture Upgrades	810,000	251,425	530,000	0	0	0	0	0	1,340,000
		Bonds - GO	810,000		530,000	0	0	0	0	0	1,340,000
III-26	1008699	Sheriff ADC 5th Floor Reprogramming	0	0	230,000	670,000	0	0	0	0	900,000
		Bonds - GO	0		230,000	670,000	0	0	0	0	900,000
HEALTH			162,635,000	56,490,440	90,305,000	46,000,000	16,500,000	10,500,000	0	0	325,940,000
North Point Health & Wellness Center			72,745,000	43,657,938	16,405,000	0	0	0	0	0	89,150,000
IV-2	0031735	North Minneapolis Community Wellness Center	72,745,000	43,657,938	16,405,000	0	0	0	0	0	89,150,000
		Property Tax	100,000		0	0	0	0	0	0	100,000
		Bonds - GO	72,295,000		14,405,000	0	0	0	0	0	86,700,000
		Other	350,000		2,000,000	0	0	0	0	0	2,350,000
Medical Examiner			52,840,000	3,247,161	0	0	0	0	0	0	52,840,000
IV-4	1002306	New Regional Medical Examiner's Facility	52,840,000	3,247,161	0	0	0	0	0	0	52,840,000
		Bonds - GO	25,916,120		0	0	0	0	0	0	25,916,120
		State - Other	18,503,000		0	0	0	0	0	0	18,503,000
		Other	8,420,880		0	0	0	0	0	0	8,420,880

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
	Medical Center		37,050,000	9,585,341	73,900,000	46,000,000	16,500,000	10,500,000	0	0	183,950,000
IV-6	1007546	HHS Asset Preservation 2021-2025	10,500,000	4,772,515	12,500,000	10,500,000	10,500,000	10,500,000	0	0	54,500,000
		Bonds - GO	10,500,000		12,500,000	10,500,000	10,500,000	10,500,000	0	0	54,500,000
IV-8	1008705	HHS Purple Parking Ramp Expansion	0	0	60,000,000	10,000,000	0	0	0	0	70,000,000
		Bonds - GO	0	0	60,000,000	10,000,000	0	0	0	0	70,000,000
IV-10	1008850	HHS Clinic & Specialty Center Access & Infrastructure	0	0	1,400,000	18,300,000	0	0	0	0	19,700,000
		Bonds - GO	0	0	1,400,000	18,300,000	0	0	0	0	19,700,000
IV-12	1007543	HHS Master Plan Preparatory Phases	25,750,000	4,012,826	0	0	0	0	0	0	25,750,000
		Bonds - GO	25,750,000		0	0	0	0	0	0	25,750,000
IV-14	1007542	HHS 625 Building Office Remodeling	800,000	800,000	0	7,200,000	6,000,000	0	0	0	14,000,000
		Bonds - GO	800,000		0	7,200,000	6,000,000	0	0	0	14,000,000
	HUMAN SERVICES & PUBLIC HEALTH		0	0	7,000,000	0	0	0	0	0	7,000,000
V-2	1008793	New Women's Emergency Shelter - Minneapolis	0	0	7,000,000	0	0	0	0	0	7,000,000
		Other	0	0	7,000,000	0	0	0	0	0	7,000,000
	OPERATIONS		172,771,199	75,704,717	72,909,500	104,122,000	80,410,000	41,705,000	13,210,000	16,175,000	501,302,699
	Emergency Management		0	0	50,000	125,000	4,990,000	0	0	0	5,165,000
VI-4	1006386	Emergency Management Outdoor Warning Sirens Upgrade	0	0	50,000	125,000	4,990,000	0	0	0	5,165,000
		Property Tax	0	0	50,000	125,000	0	0	0	0	175,000
		Bonds - GO	0	0	0	0	4,990,000	0	0	0	4,990,000
	Information Technology		1,500,000	1,443,977	3,500,000	3,500,000	1,500,000	1,500,000	0	0	11,500,000
VI-6	1006393	IT Community Connectivity 2021-2025	1,500,000	1,443,977	3,500,000	3,500,000	1,500,000	1,500,000	0	0	11,500,000
		Bonds - GO	1,500,000		1,500,000	1,500,000	1,500,000	1,500,000	0	0	7,500,000
		Federal - Other	0	0	2,000,000	2,000,000	0	0	0	0	4,000,000
	Housing & Economic Development		19,761,999	7,361,383	400,000	1,800,000	4,000,000	2,600,000	2,400,000	0	30,961,999
VI-8	0031805	Southwest LRT Community Works	10,773,999	2,533,539	400,000	0	1,000,000	0	0	0	12,173,999
		Bonds - GO	8,850,000		400,000	0	1,000,000	0	0	0	10,250,000
		Federal - Other	825,000		0	0	0	0	0	0	825,000
		Other	1,098,999		0	0	0	0	0	0	1,098,999
VI-10	1001560	Penn Avenue Community Works	4,553,000	2,468,685	0	0	0	0	0	0	4,553,000
		Property Tax	2,833,000		0	0	0	0	0	0	2,833,000
		Bonds - GO	800,000		0	0	0	0	0	0	800,000
		State - Other	600,000		0	0	0	0	0	0	600,000
		Other	320,000		0	0	0	0	0	0	320,000
VI-12	1002318	Bottineau LRT Community Works	4,435,000	2,359,159	0	1,800,000	3,000,000	2,600,000	2,400,000	0	14,235,000
		Property Tax	1,235,000		0	0	0	0	0	0	1,235,000
		Bonds - GO	2,600,000		0	1,800,000	3,000,000	2,600,000	2,400,000	0	12,400,000
		Other	600,000		0	0	0	0	0	0	600,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
	Library		14,395,000	13,664,954	5,840,000	13,010,000	11,695,000	18,445,000	3,810,000	16,175,000	83,370,000
VI-14	1008265	Library Strategic Planning	300,000	300,000	0	0	0	0	0	0	300,000
		Property Tax	300,000		0	0	0	0	0	0	300,000
VI-16	1006394	Library Facility Preservation 2021-2025	3,000,000	2,537,667	3,900,000	5,000,000	5,000,000	5,000,000	0	0	21,900,000
		Bonds - GO	3,000,000		3,900,000	5,000,000	5,000,000	5,000,000	0	0	21,900,000
IV-18	1004469	East Lake Library Refurbishment	90,000	90,000	0	0	190,000	440,000	3,000,000	2,010,000	5,730,000
		Bonds - GO	90,000		0	0	190,000	440,000	3,000,000	2,010,000	5,730,000
VI-20	1006381	Rockford Road Library Asset Protection	0	0	1,340,000	3,990,000	0	0	0	0	5,330,000
		Bonds - GO	0		1,340,000	3,990,000	0	0	0	0	5,330,000
VI-22	1004468	Westonka Library Replacement	200,000	197,506	0	0	1,520,000	9,980,000	0	0	11,700,000
		Property Tax	200,000		0	0	0	0	0	0	200,000
		Bonds - GO	0		0	0	1,520,000	9,980,000	0	0	11,500,000
VI-24	1004476	Sumner Library Refurbishment	90,000	31,038	600,000	2,825,000	2,805,000	0	0	0	6,320,000
		Bonds - GO	90,000		600,000	2,825,000	2,805,000	0	0	0	6,320,000
VI-26	1004464	Linden Hills Library Refurbishment	0	0	0	150,000	550,000	2,505,000	0	0	3,205,000
		Bonds - GO	0		0	150,000	550,000	2,505,000	0	0	3,205,000
VI-28	1006387	Augsburg Park Library Asset Protection	0	0	0	545,000	1,630,000	0	0	0	2,175,000
		Bonds - GO	0		0	545,000	1,630,000	0	0	0	2,175,000
VI-30	1001788	Brookdale Library Refurbishment	115,000	115,000	0	0	0	520,000	810,000	14,165,000	15,610,000
		Bonds - GO	115,000		0	0	0	520,000	810,000	14,165,000	15,610,000
VI-32	1004444	Central Library Program/Asset Master Plan	0	0	0	500,000	0	0	0	0	500,000
		Property Tax	0		0	500,000	0	0	0	0	500,000
VI-34	1005259	New Southdale Library	10,600,000	10,393,742	0	0	0	0	0	0	10,600,000
		Property Tax	200,000		0	0	0	0	0	0	200,000
		Bonds - GO	10,400,000		0	0	0	0	0	0	10,400,000
	Facility Services		111,768,000	48,163,858	55,350,000	80,892,000	53,500,000	18,780,000	7,000,000	0	327,290,000
VI-36	1006395	Environmental Health & Safety 2021 - 2025	500,000	217,500	500,000	500,000	500,000	500,000	0	0	2,500,000
		Property Tax	500,000		250,000	500,000	500,000	500,000	0	0	2,250,000
		Bonds - GO	0		250,000	0	0	0	0	0	250,000
VI-38	1008701	Climate Action Plan Facility Implementation	0	(24,880)	2,000,000	4,000,000	5,000,000	5,000,000	7,000,000	0	23,000,000
		Property Tax	0		250,000	0	0	0	0	0	250,000
		Bonds - GO	0		1,750,000	4,000,000	5,000,000	5,000,000	7,000,000	0	22,750,000
VI-40	1000874	Government Center Infrastructure Preservation	35,920,000	10,714,645	5,450,000	5,500,000	0	0	0	0	46,870,000
		Bonds - GO	35,920,000		5,450,000	5,500,000	0	0	0	0	46,870,000
VI-42	1008794	Government Center HVAC Rehabilitation	0	0	7,000,000	7,000,000	8,000,000	1,000,000	0	0	23,000,000
		Bonds - GO	0		7,000,000	7,000,000	8,000,000	1,000,000	0	0	23,000,000
VI-44	1006396	Countywide Energy Conservation 2021-2025	1,500,000	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	9,500,000
		Bonds - GO	1,500,000		2,000,000	2,000,000	2,000,000	2,000,000	0	0	9,500,000
VI-46	1006398	Building Automation System Upgrades 2021-2025	1,700,000	1,700,000	0	2,160,000	1,160,000	1,180,000	0	0	6,200,000
		Bonds - GO	1,700,000		0	2,160,000	1,160,000	1,180,000	0	0	6,200,000
VI-48	1006397	Facility Preservation 2021-2025	5,000,000	4,162,364	4,500,000	7,000,000	7,000,000	7,000,000	0	0	30,500,000
		Bonds - GO	5,000,000		4,500,000	7,000,000	7,000,000	7,000,000	0	0	30,500,000
VI-50	1007208	625 Building Occupancy Preparation & Rehabilitation	15,900,000	2,513,389	1,800,000	1,500,000	800,000	0	0	0	20,000,000
		Bonds - GO	15,900,000		1,800,000	1,500,000	800,000	0	0	0	20,000,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
VI-52	1005192	HCGC Elevator & Escalator Modernization	15,635,000	872,889	4,845,000	0	0	0	0	0	20,480,000
		Bonds - GO	15,635,000		4,845,000	0	0	0	0	0	20,480,000
VI-54	1008715	Security Operations Infrastructure Upgrades	0	0	750,000	1,400,000	750,000	750,000	0	0	3,650,000
		Bonds - GO	0		750,000	1,400,000	750,000	750,000	0	0	3,650,000
VI-56	1004461	1800 Chicago Infrastructure Replacements	10,228,000	4,147,012	0	2,442,000	0	0	0	0	12,670,000
		Bonds - GO	10,228,000		0	2,442,000	0	0	0	0	12,670,000
VI-58	1007236	Public Safety Facility Preservation	1,430,000	1,154,206	1,455,000	4,300,000	5,400,000	0	0	0	12,585,000
		Bonds - GO	1,430,000		1,455,000	4,300,000	5,400,000	0	0	0	12,585,000
VI-60	1007209	625 Building Office Remodeling	14,000,000	13,124,494	1,000,000	13,000,000	5,500,000	0	0	0	33,500,000
		Bonds - GO	14,000,000		1,000,000	13,000,000	5,500,000	0	0	0	33,500,000
VI-62	1007210	Government Center Office Relocations & Remodeling	1,500,000	1,432,900	10,600,000	12,000,000	5,500,000	0	0	0	29,600,000
		Bonds - GO	1,500,000		10,600,000	12,000,000	5,500,000	0	0	0	29,600,000
VI-64	1007211	Government Center Court Relocations from FJC	500,000	500,000	0	6,500,000	9,500,000	0	0	0	16,500,000
		Bonds - GO	500,000		0	6,500,000	9,500,000	0	0	0	16,500,000
VI-66	1007390	HSB Clinic & Office Remodeling	350,000	(375,433)	3,100,000	2,000,000	0	0	0	0	5,450,000
		Bonds - GO	350,000		3,100,000	2,000,000	0	0	0	0	5,450,000
VI-68	1006400	701 Building Facility Preservation 2021-2025	700,000	700,000	600,000	600,000	600,000	600,000	0	0	3,100,000
		Bonds - GO	0		0	600,000	600,000	600,000	0	0	1,800,000
		Lease Revenues	700,000		600,000	0	0	0	0	0	1,300,000
VI-70	1005285	701 Building Facade Restoration	0	0	0	3,000,000	0	0	0	0	3,000,000
		Bonds - GO	0		0	3,000,000	0	0	0	0	3,000,000
VI-72	1008045	Target Field Station Parking Ramp Security Mods	985,000	908,797	515,000	0	0	0	0	0	1,500,000
		Bonds - GO	985,000		515,000	0	0	0	0	0	1,500,000
VI-74	1006402	General Office Space & Furniture Mods. 2021-2025	5,000,000	4,108,459	2,000,000	1,000,000	0	0	0	0	8,000,000
		Bonds - GO	5,000,000		2,000,000	1,000,000	0	0	0	0	8,000,000
VI-76	1006401	Accessibility Modifications 2021-2025	250,000	250,000	250,000	250,000	250,000	250,000	0	0	1,250,000
		Bonds - GO	250,000		250,000	250,000	250,000	250,000	0	0	1,250,000
VI-78	1006554	County-wide Lactation Room Refurbishments	270,000	161,236	0	140,000	140,000	0	0	0	550,000
		Bonds - GO	270,000		0	140,000	140,000	0	0	0	550,000
VI-80	1007468	Countywide Inclusive Restroom Modifications	250,000	246,279	0	250,000	250,000	0	0	0	750,000
		Bonds - GO	250,000		0	250,000	250,000	0	0	0	750,000
VI-82	1006399	Carpet Replacement Program 2021-2025	150,000	150,000	500,000	350,000	150,000	500,000	0	0	1,650,000
		Bonds - GO	150,000		500,000	350,000	150,000	500,000	0	0	1,650,000
VI-84	1008782	ACF Work Release Building Demolition	0	0	1,985,000	0	0	0	0	0	1,985,000
		Bonds - GO	0		1,985,000	0	0	0	0	0	1,985,000
VI-86	1008870	Ridgedale Service Center Remodeling	0	0	1,500,000	0	0	0	0	0	1,500,000
		Bonds - GO	0		1,500,000	0	0	0	0	0	1,500,000
VI-88	1008987	Countywide HVAC Covid Response	0	0	3,000,000	4,000,000	1,000,000	0	0	0	8,000,000
		Federal - Other	0		3,000,000	4,000,000	1,000,000	0	0	0	8,000,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
	Municipal Building Commission		25,346,200	5,070,546	7,769,500	4,795,000	4,725,000	380,000	0	0	43,015,700
VI-90	0031317	MBC Life/Safety Improvements	7,072,000	1,325,798	3,034,500	0	0	0	0	0	10,106,500
		Property Tax	767,000		0	0	0	0	0	0	767,000
		Bonds - GO	6,305,000		3,034,500	0	0	0	0	0	9,339,500
VI-92	0031483	MBC Mechanical Systems Upgrades	13,133,200	2,957,571	1,451,500	0	0	0	0	0	14,584,700
		Property Tax	75,000		0	0	0	0	0	0	75,000
		Bonds - GO	13,058,200		1,451,500	0	0	0	0	0	14,509,700
VI-94	1006502	MBC Facility Safety Improvements	1,938,000	699,534	2,470,000	1,256,000	640,000	380,000	0	0	6,684,000
		Bonds - GO	1,938,000		2,470,000	1,256,000	640,000	380,000	0	0	6,684,000
VI-96	1008704	MBC Building-wide Electrical Upgrades	0	0	518,500	1,050,500	18,500	0	0	0	1,587,500
		Bonds - GO	0		518,500	1,050,500	18,500	0	0	0	1,587,500
VI-98	1008703	MBC Elevator 12 Modernization	0	0	0	31,500	374,500	0	0	0	406,000
		Bonds - GO	0		0	31,500	374,500	0	0	0	406,000
VI-100	1000935	MBC Exterior Improvements	3,155,000	71,117	0	0	3,692,000	0	0	0	6,847,000
		Bonds - GO	3,155,000		0	0	3,692,000	0	0	0	6,847,000
VI-102	1008223	MBC ADC Elevator Upgrades	48,000	16,526	295,000	2,457,000	0	0	0	0	2,800,000
		Bonds - GO	48,000		295,000	2,457,000	0	0	0	0	2,800,000

Projects by Revenue Source

Project Number and Name	2022 Budget	2023	2024	2025	2026	2022 - 2026 CIP TOTAL
Property Taxes						
2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	0	0	200,000	0	0	200,000
2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	0	0	0	200,000	0	200,000
2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	0	0	0	50,000	0	50,000
2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRA Bridge to Franklin Ave	600,000	0	0	0	200,000	800,000
2181500 CR 26 - Replace Bridge #90627 over Painter Creek	0	85,000	0	0	0	85,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	54,000	0	0	0	0	54,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	100,000	0	0	0	0	100,000
2202200 CSAH 40 - Glenwood Ave ped improvements fr Penn to Bryant	10,000	10,000	50,000	0	0	70,000
2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	0	0	0	0	200,000	200,000
2201500 CSAH 52 - Nicollet Ave safety improvements at 67th St	0	0	0	10,000	0	10,000
2210100 CSAH 52 - Hennepin Ave safety improvements fr 10th to 11th SE	0	10,000	20,000	0	0	30,000
2211000 CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden Lks	0	0	10,000	20,000	0	30,000
2091103 CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	0	200,000	0	0	0	200,000
2181700 CSAH 121 - Replace Bridge #90617 over Rush Creek	0	45,000	25,000	60,000	0	130,000
2193300 Metro Transit B Line - Locally Requested Scope	500,000	0	0	0	0	500,000
2999961 Maple Grove R of W Acquisition Reimbursement (CP 9635)	40,000	40,000	40,000	40,000	40,000	200,000
2183300 Safety and Asset Management 2019-2023	150,000	200,000	0	0	0	350,000
2201000 Safety and Asset Management 2024-2028	0	0	200,000	200,000	200,000	600,000
2183500 Cost Participation and Partnerships 2019-2023	300,000	1,000,000	0	0	0	1,300,000
2201100 Cost Participation and Partnerships 2024-2028	0	0	1,000,000	1,000,000	1,000,000	3,000,000
2183400 Project Delivery 2019-2023	150,000	350,000	0	0	0	500,000
2201200 Project Delivery 2024-2028	0	0	350,000	350,000	350,000	1,050,000
1008036 District Court Psychological Services Expansion	0	0	0	100,000	0	100,000
1008037 New In-custody Courtroom	0	0	0	100,000	0	100,000
1005168 ACF Program Services Remodel	100,000	0	0	0	0	100,000
1008038 ACF Men's Visitation/Education & Staff Training Remodeling	100,000	0	0	0	0	100,000
0031843 ACF Women's Section Expansion	0	100,000	0	0	0	100,000
1006386 Emergency Management Outdoor Warning Sirens Upgrade	50,000	125,000	0	0	0	175,000
1004444 Central Library Program/Asset Master Plan	0	500,000	0	0	0	500,000
1006395 Environmental Health & Safety 2021 - 2025	250,000	500,000	500,000	500,000	0	1,750,000
1008701 Climate Action Plan Facility Implementation	250,000	0	0	0	0	250,000
Property Taxes Subtotal	2,654,000	3,165,000	2,395,000	2,630,000	1,990,000	12,834,000
County Bonds: General Obligation (Transpo Sales Tax Supported)						
1005877 HC Bottineau Light Rail Transit	0	0	0	80,000,000	212,100,000	292,100,000
County Bonds: GO (Transpo Sales Tax) Subtotal	0	0	0	80,000,000	212,100,000	292,100,000

Projects by Revenue Source

Project Number and Name	2022 Budget	2023	2024	2025	2026	2022 - 2026 CIP TOTAL
County Bonds: General Obligation (Enterprise Supported)						
1006391 Energy Center Improvements 2021-2025	0	1,000,000	1,000,000	1,000,000	0	3,000,000
1008034 New Anaerobic Digestion Facility	22,000,000	0	0	0	0	22,000,000
County Bonds: GO (Enterprise) Subtotal	22,000,000	1,000,000	1,000,000	1,000,000	0	25,000,000
County Bonds: General Obligation (Property Tax Supported)						
2121100 CSAH 2 - Penn Avenue from I-394 to 44th Avenue	(400,000)	0	0	0	0	(400,000)
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	200,000	0	0	0	0	200,000
2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	0	0	2,592,000	0	0	2,592,000
2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	0	0	0	2,960,000	0	2,960,000
2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	0	800,000	0	0	0	800,000
2174500 CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	235,000	171,500	0	0	0	195,000
2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRA Bridge to Franklin Ave	0	0	0	0	1,240,000	1,240,000
2181500 CR 26 - Replace Bridge #90627 over Painter Creek	100,000	0	1,650,000	0	0	1,750,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	250,000	0	0	0	0	250,000
2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	400,000	0	0	0	0	400,000
2174900 CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave	1,000,000	0	0	0	0	1,000,000
2181700 CSAH 121 - Replace Bridge #90617 over Rush Creek	0	0	0	0	1,120,000	1,120,000
2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Ave	7,550,000	950,000	0	0	0	8,500,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	600,000	200,000	2,300,000	0	0	3,100,000
2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	0	3,440,000	0	3,440,000
2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	0	4,000,000	1,000,000	0	0	5,000,000
2210400 Pavement Rehabilitation Program 2022-2026	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000	42,350,000
2999971 Bottineau LRT Partnership Participation	0	0	0	0	2,500,000	2,500,000
2183300 Safety and Asset Management 2019-2023	1,550,000	2,200,000	0	0	0	3,750,000
2201000 Safety and Asset Management 2024-2028	0	0	2,000,000	2,000,000	2,000,000	6,000,000
2183500 Cost Participation and Partnerships 2019-2023	2,400,000	2,000,000	0	0	0	4,400,000
2201100 Cost Participation and Partnerships 2024-2028	0	0	2,000,000	2,000,000	2,000,000	6,000,000
1003245 HCGC Courtroom Jury Reconfiguration	815,000	1,350,000	595,000	0	0	2,760,000
1006378 District Court Digital Evidence Technology	0	800,000	800,000	800,000	0	2,400,000
1006380 DOCCR ACF Asset Protection 2019-2025	12,055,000	4,590,000	3,345,000	1,995,000	0	21,985,000
1007207 Juvenile Detention Center Safety Upgrades	1,140,000	0	0	0	0	1,140,000
1007652 North Metro Regional Public Safety Training Facility	7,500,000	0	0	0	0	7,500,000
1006425 New Sheriff's Law Enforcement Center	20,000,000	12,000,000	0	0	0	32,000,000
1007214 Sheriff's Furniture Upgrades	530,000	0	0	0	0	530,000
1008699 Sheriff ADC 5th Floor Reprogramming	230,000	670,000	0	0	0	900,000
0031735 North Minneapolis Community Wellness Center	14,405,000	0	0	0	0	14,405,000
1007546 HHS Asset Preservation 2021-2025	12,500,000	10,500,000	10,500,000	10,500,000	0	44,000,000
1008705 HHS Purple Parking Ramp Expansion	60,000,000	10,000,000	0	0	0	70,000,000
1008850 HHS Clinic & Specialty Center Access & Infrastructure	1,400,000	18,300,000	0	0	0	19,700,000
1007542 HHS 625 Building Office Remodeling	0	7,200,000	6,000,000	0	0	13,200,000
1006386 Emergency Management Outdoor Warning Sirens Upgrade	0	0	4,990,000	0	0	4,990,000

Projects by Revenue Source

Project Number and Name	2022 Budget	2023	2024	2025	2026	2022 - 2026 CIP TOTAL
County Bonds: General Obligation (Property Tax Supported), continued						
1006393 IT Community Connectivity 2021-2025	1,500,000	1,500,000	1,500,000	1,500,000	0	6,000,000
0031805 Southwest LRT Community Works	400,000	0	1,000,000	0	0	1,400,000
1002318 Bottineau LRT Community Works	0	1,800,000	3,000,000	2,600,000	2,400,000	9,800,000
1006394 Library Facility Preservation 2021-2025	3,900,000	5,000,000	5,000,000	5,000,000	0	18,900,000
1004469 East Lake Library Refurbishment	0	0	190,000	440,000	3,000,000	3,630,000
1006381 Rockford Road Library Asset Protection	1,340,000	3,990,000	0	0	0	5,330,000
1004468 Westonka Library Replacement	0	0	1,520,000	9,980,000	0	11,500,000
1004476 Sumner Library Refurbishment	600,000	2,825,000	2,805,000	0	0	6,230,000
1004464 Linden Hills Library Refurbishment	0	150,000	550,000	2,505,000	0	3,205,000
1006387 Augsburg Park Library Asset Protection	0	545,000	1,630,000	0	0	2,175,000
1001788 Brookdale Library Refurbishment	0	0	0	520,000	810,000	1,330,000
1006395 Environmental Health & Safety 2021 - 2025	250,000	0	0	0	0	250,000
1008701 Climate Action Plan Facility Implementation	1,750,000	4,000,000	5,000,000	5,000,000	7,000,000	22,750,000
1000874 Government Center Infrastructure Preservation	5,450,000	5,500,000	0	0	0	10,950,000
1008794 Government Center HVAC Rehabilitation	7,000,000	7,000,000	8,000,000	1,000,000	0	23,000,000
1006396 Countywide Energy Conservation 2021-2025	2,000,000	2,000,000	2,000,000	2,000,000	0	8,000,000
1006398 Building Automation System Upgrades 2021-2025	0	2,160,000	1,160,000	1,180,000	0	4,500,000
1006397 Facility Preservation 2021-2025	4,500,000	7,000,000	7,000,000	7,000,000	0	25,500,000
1007208 625 Building Occupancy Preparation & Rehabilitation	1,800,000	1,500,000	800,000	0	0	4,100,000
1005192 HCGC Elevator & Escalator Modernization	4,845,000	0	0	0	0	4,845,000
1008715 Security Operations Infrastructure Upgrades	750,000	1,400,000	750,000	750,000	0	3,650,000
1004461 1800 Chicago Infrastructure Replacements	0	2,442,000	0	0	0	2,442,000
1007236 Public Safety Facility Preservation	1,455,000	4,300,000	5,400,000	0	0	11,155,000
1007209 625 Building Office Remodeling	1,000,000	13,000,000	5,500,000	0	0	19,500,000
1007210 Government Center Office Relocations & Remodeling	10,600,000	12,000,000	5,500,000	0	0	28,100,000
1007211 Government Center Court Relocations from FJC	0	6,500,000	9,500,000	0	0	16,000,000
1007390 HSB Clinic & Office Remodeling	3,100,000	2,000,000	0	0	0	5,100,000
1006400 701 Building Facility Preservation 2021-2025	0	600,000	600,000	600,000	0	1,800,000
1005285 701 Building Facade Restoration	0	3,000,000	0	0	0	3,000,000
1008045 Target Field Station Parking Ramp Security Mods	515,000	0	0	0	0	515,000
1006402 General Office Space & Furniture Mods. 2021-2025	2,000,000	1,000,000	0	0	0	3,000,000
1006401 Accessibility Modifications 2021-2025	250,000	250,000	250,000	250,000	0	1,000,000
1006554 County-wide Lactation Room Refurbishments	0	140,000	140,000	0	0	280,000
1007468 Countywide Inclusive Restroom Modifications	0	250,000	250,000	0	0	500,000
1006399 Carpet Replacement Program 2021-2025	500,000	350,000	150,000	500,000	0	1,500,000
1008782 ACF Work Release Building Demolition	1,985,000	0	0	0	0	1,985,000
1008870 Ridgedale Service Center Remodeling	1,500,000	0	0	0	0	1,500,000
0031317 MBC Life/Safety Improvements	3,034,500	0	0	0	0	3,034,500
0031483 MBC Mechanical Systems Upgrades	1,451,500	0	0	0	0	1,451,500
1006502 MBC Facility Safety Improvements	2,470,000	1,256,000	640,000	380,000	0	4,746,000

Projects by Revenue Source

Project Number and Name	2022 Budget	2023	2024	2025	2026	2022 - 2026 CIP TOTAL
County Bonds: General Obligation (Property Tax Supported), continued						
1008704 MBC Building-wide Electrical Upgrades	518,500	1,050,500	18,500	0	0	1,587,500
1008703 MBC Elevator 12 Modernization	0	31,500	374,500	0	0	406,000
1000935 MBC Exterior Improvements	0	0	3,692,000	0	0	3,692,000
1008223 MBC ADC Elevator Upgrades	295,000	2,457,000	0	0	0	2,752,000
County Bonds: GO (Property Tax) Subtotal	217,839,500	182,332,000	119,742,000	74,020,000	32,570,000	626,503,500
Federal						
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	828,000	0	0	0	0	828,000
2155002 CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	0	0	3,500,000	0	0	3,500,000
2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	0	0	7,000,000	0	0	7,000,000
2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	0	0	0	7,000,000	0	7,000,000
2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	0	0	0	3,350,000	0	3,350,000
2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	0	1,800,000	0	0	0	1,800,000
2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRA Bridge to Franklin Ave	0	0	0	0	7,000,000	7,000,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	846,000	0	0	0	0	846,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	5,500,000	0	0	0	0	5,500,000
2202200 CSAH 40 - Glenwood Ave ped improvements fr Penn to Bryant	0	0	1,000,000	0	0	1,000,000
2191700 CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwood	0	405,000	0	0	0	405,000
2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	0	5,500,000	0	0	0	5,500,000
2201500 CSAH 52 - Nicollet Ave safety improvements at 67th St	0	0	0	579,000	0	579,000
2210100 CSAH 52 - Hennepin Ave safety improvements fr 10th to 11th SE	0	0	1,368,000	0	0	1,368,000
2211000 CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden Lks	0	0	0	1,158,000	0	1,158,000
2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Ave	2,000,000	0	0	0	0	2,000,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	0	7,000,000	0	0	0	7,000,000
2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	0	7,000,000	0	7,000,000
2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	0	7,000,000	0	0	0	7,000,000
2191500 Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	0	1,120,000	0	0	0	1,120,000
2167700 TH 252 / CSAH 109 85th Avenue N interchange	0	0	0	0	7,000,000	7,000,000
1006393 IT Community Connectivity 2021-2025	2,000,000	2,000,000	0	0	0	4,000,000
1008987 Countywide HVAC Covid Response	3,000,000	4,000,000	1,000,000	0	0	8,000,000
Federal Subtotal	14,174,000	28,825,000	13,868,000	19,087,000	14,000,000	89,954,000
State						
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	146,000	0	0	0	0	146,000
2155002 CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	0	480,000	1,080,000	0	0	1,560,000
2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	420,000	1,100,000	0	396,000	0	1,916,000
2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	810,000	840,000	1,400,000	3,384,000	736,000	7,170,000
2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	145,000	325,000	650,000	985,000	0	2,105,000
2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	(40,000)	1,300,000	0	0	0	1,260,000
2172800 CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	80,000	120,000	820,000	1,020,000
2200800 CSAH 10 - Replace Bridge #91131 over Twin Lake	48,000	54,000	80,000	1,280,000	0	1,462,000

Projects by Revenue Source

Project Number and Name	2022 Budget	2023	2024	2025	2026	2022 - 2026 CIP TOTAL
State, continued						
2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	100,000	400,000	0	0	0	500,000
2200900 CSAH 17 - Replace Bridge #90475 over Nine Mile Creek	50,000	250,000	285,000	2,335,000	0	2,920,000
2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRA Bridge to Franklin Ave	215,000	480,000	845,000	950,000	2,705,000	5,195,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	500,000	0	0	0	0	500,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	4,750,000	0	0	0	0	4,750,000
2202200 CSAH 40 - Glenwood Ave ped improvements fr Penn to Bryant	190,000	120,000	465,000	0	0	775,000
2200700 CSAH 40 - Replace Bridge #94282 over Basset Creek	0	45,000	155,000	195,000	2,100,000	2,495,000
2191700 CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwood	125,000	245,000	0	0	0	370,000
2170500 CSAH 51 - Replace Bridge #7258 over Hendrickson Channel	2,900,000	0	0	0	0	2,900,000
2170600 CSAH 51 - Replace Bridge #7194 over Noerenberg Channel	3,000,000	0	0	0	0	3,000,000
2182000 CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH 19	700,000	3,700,000	600,000	0	0	5,000,000
2164000 CSAH 52 - Recondition Hennepin Avenue Bridges	600,000	1,000,000	13,185,000	0	0	14,785,000
2143102 CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	430,000	1,265,000	1,050,000	2,745,000
2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	1,200,000	3,475,000	0	0	0	4,675,000
2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	128,000	480,000	1,031,000	1,440,000	8,240,000	11,319,000
2201500 CSAH 52 - Nicollet Ave safety improvements at 67th St	15,000	45,000	55,000	75,500	0	190,500
2210100 CSAH 52 - Hennepin Ave safety improvements fr 10th to 11th SE	60,000	80,000	171,000	0	0	311,000
2182800 CSAH 57 - Participate in Humboldt reconst fr 53rd to 57th Ave	0	0	700,000	0	0	700,000
2211000 CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden Lks	40,000	80,000	110,000	195,000	0	425,000
2167600 CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowry	(2,600,000)	0	0	0	0	(2,600,000)
2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St	150,000	650,000	2,580,000	0	0	3,380,000
2091103 CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	490,000	14,575,000	0	0	0	15,065,000
2181800 CSAH 146 - Replace Bridge #90623 over Luce Line Trail	0	0	50,000	205,000	295,000	550,000
2176400 CSAH 152 - Replace Bridge #91333 over Bassett Creek	240,000	360,000	3,900,000	0	0	4,500,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	600,000	2,600,000	1,700,000	0	0	4,900,000
2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	300,000	850,000	1,750,000	0	0	2,900,000
2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	1,300,000	0	0	0	0	1,300,000
2176000 Metro Transit D Line - Locally Requested Scope	2,000,000	0	0	0	0	2,000,000
2193300 Metro Transit B Line - Locally Requested Scope	500,000	0	0	0	0	500,000
2183300 Safety and Asset Management 2019-2023	3,900,000	6,750,000	0	0	0	10,650,000
2201000 Safety and Asset Management 2024-2028	0	0	6,750,000	6,750,000	6,750,000	20,250,000
2183400 Project Delivery 2019-2023	250,000	200,000	0	0	0	450,000
2201200 Project Delivery 2024-2028	0	0	500,000	500,000	500,000	1,500,000
1005188 Organics Tipping and Loading Expansion	1,000,000	0	0	0	0	1,000,000
1008034 New Anaerobic Digestion Facility	21,000,000	0	0	0	0	21,000,000
1006378 District Court Digital Evidence Technology	0	1,800,000	1,800,000	1,800,000	0	5,400,000
State Subtotal	45,232,000	42,284,000	40,352,000	21,875,500	23,196,000	172,939,500

Projects by Revenue Source

Project Number and Name	2022 Budget	2023	2024	2025	2026	2022 - 2026 CIP TOTAL
Other Revenues						
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	126,000	0	0	0	0	126,000
2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	300,000	775,000	773,000	99,000	0	1,947,000
2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	350,000	600,000	1,040,000	1,636,000	184,000	3,810,000
2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	35,000	155,000	460,000	255,000	0	905,000
2172800 CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	30,000	70,000	180,000	280,000
2200800 CSAH 10 - Replace Bridge #91131 over Twin Lake	12,000	36,000	50,000	300,000	0	398,000
2174500 CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	0	385,000	0	0	0	385,000
2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	0	200,000	0	0	0	200,000
2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRA Bridge to Franklin Ave	55,000	120,000	365,000	470,000	1,035,000	2,045,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	3,750,000	0	0	0	0	3,750,000
2202200 CSAH 40 - Glenwood Ave ped improvements fr Penn to Bryant	0	0	115,000	0	0	115,000
2200700 CSAH 40 - Replace Bridge #94282 over Basset Creek	0	15,000	75,000	105,000	700,000	895,000
2182000 CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH 19	350,000	800,000	150,000	0	0	1,300,000
2143102 CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	110,000	655,000	600,000	1,365,000
2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	500,000	2,125,000	0	0	0	2,625,000
2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	32,000	120,000	539,000	810,000	2,110,000	3,611,000
2201500 CSAH 52 - Nicollet Ave safety improvements at 67th St	15,000	45,000	55,000	85,500	0	200,500
2210100 CSAH 52 - Hennepin Ave safety improvements fr 10th to 11th SE	60,000	90,000	191,000	0	0	341,000
2211000 CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden Lks	20,000	50,000	80,000	107,000	0	257,000
2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St	0	150,000	1,720,000	0	0	1,870,000
2091103 CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	10,000	275,000	0	0	0	285,000
2181700 CSAH 121 - Replace Bridge #90617 over Rush Creek	0	5,000	25,000	40,000	120,000	190,000
2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Ave	1,150,000	150,000	0	0	0	1,300,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	600,000	400,000	1,000,000	0	0	2,000,000
2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	350,000	800,000	860,000	0	2,010,000
2191500 Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	250,000	480,000	0	0	0	730,000
2167700 TH 252 / CSAH 109 85th Avenue N interchange	0	0	0	0	1,280,000	1,280,000
1006390 HERC Facility Preservation & Improvement 2021-2025	6,000,000	5,000,000	5,000,000	5,000,000	0	21,000,000
1006392 Transfer Station Facility Preservation 2021-2025	400,000	400,000	400,000	400,000	0	1,600,000
1005188 Organics Tipping and Loading Expansion	1,000,000	0	0	0	0	1,000,000
1008034 New Anaerobic Digestion Facility	500,000	0	0	0	0	500,000
0031735 North Minneapolis Community Wellness Center	2,000,000	0	0	0	0	2,000,000
1008793 New Women's Emergency Shelter - Minneapolis	7,000,000	0	0	0	0	7,000,000
1006400 701 Building Facility Preservation 2021-2025	600,000	0	0	0	0	600,000
Other Revenues Subtotal	25,115,000	12,726,000	12,978,000	10,892,500	6,209,000	67,920,500
Transfer from Other Funds (Transporation Sales Tax)						
1005877 HC Bottineau Light Rail Transit	10,000,000	38,000,000	57,000,000	20,000,000	35,000,000	160,000,000
Transfer from Other Funds (Transpo Sales Tax) Subtotal	10,000,000	38,000,000	57,000,000	20,000,000	35,000,000	160,000,000
Total	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	1,447,251,500

Historic Capital Budget Information

Revenue Sources and Capital Budget as a share of the Total County Budget

Year	Revenue Sources in the Capital Budget:						Total Capital Budget	Total County Budget	Capital Budget as % of County Budget
	GO Bonding* Property Tax supported	GO Bonding* Enterprise supported	GO Bonding* Sales Tax supported	Transportation Sales & Use Tax	Property Tax	Enterprise, Intergovernmental, Other			
2000	93,114,971	-	-	-	3,001,600	50,578,500	146,695,071	1,501,060,643	9.77%
2001	94,369,060	-	-	-	2,661,000	30,755,940	127,786,000	1,573,567,747	8.12%
2002	90,749,400	-	-	-	2,668,000	45,762,300	139,179,700	1,691,834,340	8.23%
2003	64,860,350	-	-	-	2,590,680	39,508,000	106,959,030	1,722,826,542	6.21%
2004	50,339,000	-	-	-	450,000	40,128,000	90,917,000	1,641,201,077	5.54%
2005	61,588,400	-	-	-	1,492,000	80,061,600	143,142,000	1,763,155,417	8.12%
2006	83,789,941	14,300,000	-	-	2,051,000	74,797,679	174,938,620	1,895,331,674	9.23%
2007	89,116,000	35,605,000	-	-	2,703,000	68,743,093	196,167,093	1,494,604,092	13.13%
2008	102,046,000	412,000	-	-	3,003,654	58,738,346	164,200,000	1,599,431,279	10.27%
2009	134,411,335	4,719,000	-	-	1,847,000	75,775,665	216,753,000	1,723,030,661	12.58%
2010	69,645,000	2,700,000	-	-	1,656,000	85,315,000	159,316,000	1,595,987,721	9.98%
2011	56,192,000	1,250,000	-	-	1,611,000	75,702,669	134,755,669	1,561,430,109	8.63%
2012	41,834,000	768,750	-	-	6,151,000	70,074,500	118,828,250	1,649,528,239	7.20%
2013	64,463,641	23,000,000	-	-	4,736,000	90,742,328	182,941,969	1,778,594,937	10.29%
2014	64,831,000	32,547,000	-	-	4,659,000	78,997,000	181,034,000	1,778,819,247	10.18%
2015	101,604,000	23,000,000	-	-	7,261,000	125,083,270	256,948,270	1,817,156,875	14.14%
2016	110,247,852	72,689,000	-	-	5,730,218	99,417,148	288,084,218	1,943,278,336	14.82%
2017	110,648,000	72,312,000	-	-	5,875,218	119,585,390	308,420,608	1,937,726,503	15.92%
2018	206,418,000	3,925,000	150,000,000	-	4,850,218	68,175,008	433,368,226	2,379,198,742	18.21%
2019	136,011,600	11,675,000	152,076,000	100,000,000	3,865,000	67,016,400	470,644,000	2,359,677,967	19.95%
2020	107,176,000	5,000,000	160,924,000	123,615,664	3,004,000	62,341,500	462,061,164	2,436,242,037	18.97%
2021	124,621,870	6,000,000	-	1,191,449	1,875,000	56,037,141	189,725,460	2,197,873,815	8.63%
2022	217,839,500	22,000,000	-	10,000,000	2,654,000	84,521,000	337,014,500	2,455,784,326	13.72%
2023	182,332,000	1,000,000	-	38,000,000	3,165,000	83,835,000	308,332,000	2,455,784,326	12.56%
2024	119,742,000	1,000,000	-	57,000,000	2,395,000	67,198,000	247,335,000	2,455,784,326	10.07%
2025	74,020,000	1,000,000	80,000,000	20,000,000	2,630,000	51,855,000	229,505,000	2,455,784,326	9.35%
2026	32,570,000	-	212,100,000	35,000,000	1,990,000	43,405,000	325,065,000	2,455,784,326	13.24%

* GO Bonding is a General Obligation bond issuance backed by the full faith and credit of the county.

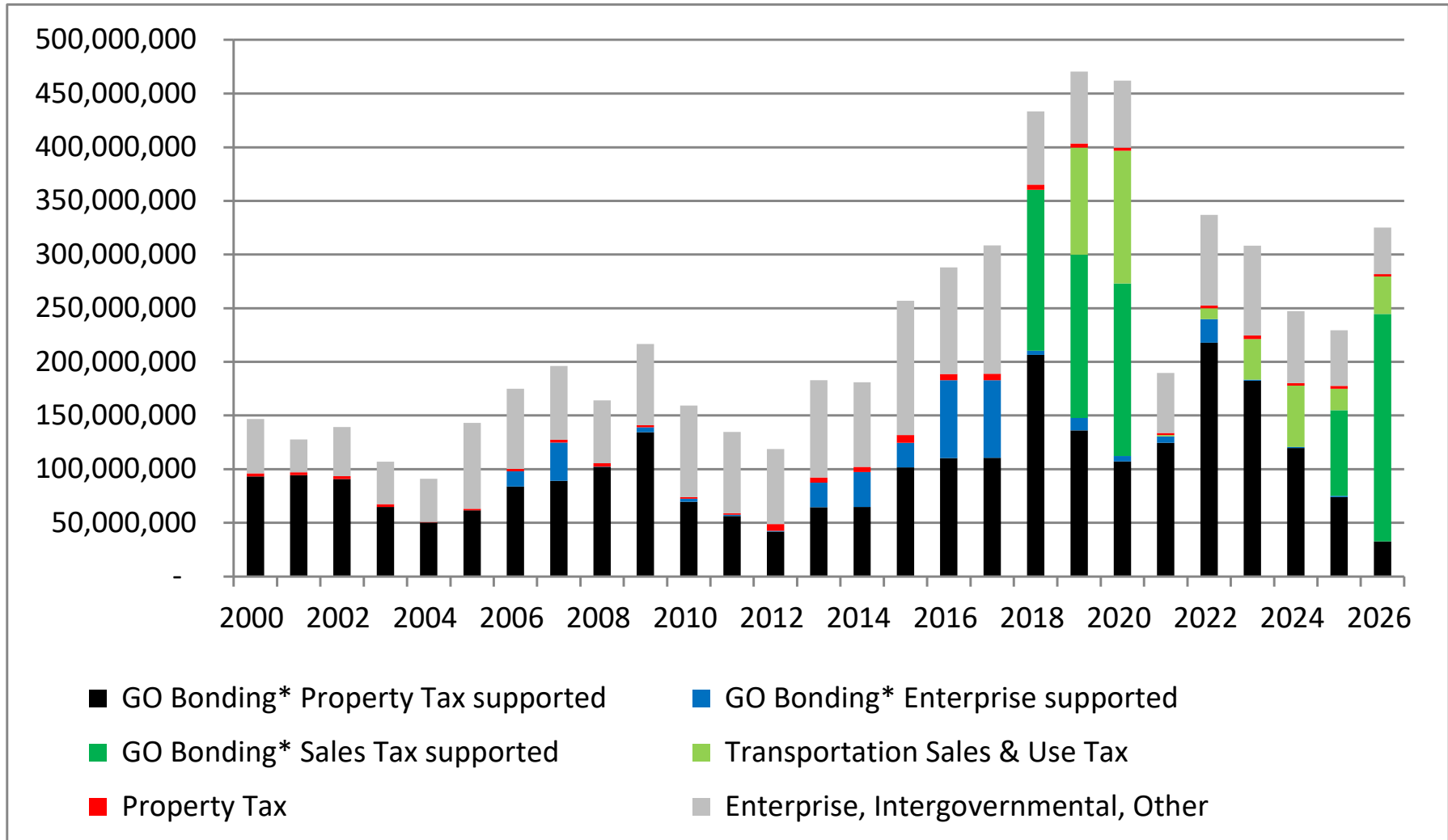
For comparative purposes, each annual capital budget shown is the original budget effective January 1 of that year (unadjusted).

Years 2022 - 2026 is the County Board adopted 5-Year Capital Improvement Program.

Total County Budget for years 2022-2026 is the County Board adopted 2022 Budget.

Historic Capital Budget Information

Revenue Sources



* GO Bonding is a General Obligation bond issuance backed by the full faith and credit of the county.

For comparative purposes, each annual capital budget shown is the original budget effective January 1 of that year (unadjusted).

Years 2022 - 2026 is the County Board adopted 5-Year Capital Improvement Program.

2022-2026 Debt Perspective

The debt management strategy of Hennepin County for 2022 through 2026 takes into account the need to borrow funds for completion of the Capital Improvement Plan as adopted by the County Board.

At the end of 2021, Hennepin County had \$1,386.6 million in general obligation (GO) outstanding debt. Of this amount, there was \$1,045.6 million of general obligation property tax levy-supported debt outstanding. Additionally, there was \$341.0 million of general obligation revenue-supported bonds outstanding. This amount consists of \$333.0 million of general obligation sales tax revenue bonds secured by the County's 0.50% transportation sales tax and \$7.9 million of bonds issued on behalf of the Minnehaha Creek Watershed District, which are payable from that district's property tax levy.

The county is authorized by state statute to issue debt for general capital improvement projects as well as for a variety of other purposes, including libraries, solid waste facilities and capital equipment.

The total amount of debt that the county could potentially issue under its general capital improvement bonding authority (Minnesota Statutes 373.40, as described below) is approximately \$2.5 billion. This amount of bonding authority varies with changes in the taxable market value of property within the county. Nearly all of the county's outstanding property tax supported debt (\$1,044.2 million) has been issued pursuant to this authority. The current capital plan includes \$200.9 million of new debt issuance payable from property tax revenues in 2022.

In general, the county makes use of bonded indebtedness in accordance with these principles:

1. Debt is normally issued only for major projects with a county expense in excess of \$150,000
2. Debt is not to be used for operating projects or those projects whose life expectancy does not exceed the maturity of the bonds
3. The county balances debt issuance and current property taxes for capital projects to maintain consistent levels of tax burden
4. The county maintains its strong financial framework and Aaa/AAA/AAA bond rating

The summary of outstanding debt and the future requirements tables at the conclusion of this section summarizes the county's outstanding debt at the end of 2020 and 2021, and future debt service property tax levy requirements.

Summary of County's Major Debt Issuance Authorities

Overall Debt Limitation Calculation

The overall limitation on county general obligation debt is 3.0 percent of the taxable market value within the county. This calculates to a limit of over \$6.10 billion as contrasted with total outstanding general obligation debt of \$1.39 billion. This limitation is very large in contrast to outstanding debt and anticipated debt.

The overall debt limitation is calculated as follows: taxable property market value times .03 = debt limitation. $\$203,487,516,280 \times .03 = \$6,104,625,488$

Capital Improvement Bonds and Notes - M.S. Chapter 373

M.S. 373.40 in this chapter authorizes the county to issue bonds without referendum (unless petitioned by 5.0 percent of voters). This authority limits debt issuance to bonds for which the principal and interest of the bonds will not exceed 0.12 percent of the estimated market value of the county. Depending on interest rates and maturity structures, this would limit the county to issuing approximately \$2.5 billion of bonds. Currently, there are approximately \$1,044.2 million of bonds outstanding under this authority.

M.S. 373.40 Debt Limitation Calculation

Taxable market value times .0012 = maximum annual principal and interest. This results in: $\$203,487,516,280 \times .0012 = \$244,185,020$. The maximum principal and interest divided by \$97,500 (estimated debt service costs for \$1 million of debt assuming 5.5 percent for 15 years) produces an estimate of the amount of debt that can be issued under this authority. This amount is: $\$244,185,020 \text{ divided by } \$97,500 \text{ per million} = \$2,504,461,740$ of estimated debt authorization per M.S. 373.40.

Library Bonds - M.S. Section 383B.245

This statute authorizes the county to issue bonds for libraries without referendum. Prior to 2008, the county operated a library system outside of the City of Minneapolis. Effective January 1, 2008, the Minneapolis Public Library merged with the county library system and the applicable valuation pertaining to the debt limit is now countywide. This authority limits debt issuance to bonds for which the principal and interest of the bonds will not exceed .01612 percent of the taxable market value of property within the county. Assuming a 5.5 percent interest rate and 15-year maturity structure, it is estimated that the county could issue \$336.4 million of debt under this authority. The county has stopped utilizing this authority in recent years and now has less than \$1 million of principal of such debt remaining outstanding.

M.S. 383B.245 Debt Limitation Calculation

Taxable market value times .0001612 = maximum annual principal and interest. This results in: $\$203,487,516,280 \times .0001612 = \$32,802,188$. The maximum principal and interest divided by \$97,500 per million (estimated debt service costs for \$1 million of debt assuming 5.5 percent for 15 years) produces an estimate of the amount of debt that can be issued under this authority. This amount is: $\$32,802,188 \text{ divided by } \$97,500 \text{ per million} = \$336,432,694$ of estimated Library debt authorization per M.S. 383B.245.

Solid Waste Bonds - M.S. 473.811

The county may, by resolution, issue general obligation bonds or revenue bonds to provide funds for various solid waste facilities or improvements. The county currently has no solid waste bonds outstanding. There is no limit as to the amount of these bonds. The only limits are the purpose for which the bond proceeds are spent and the overall debt limit. While the 2022- 2026 capital plan anticipates completion of capital projects in the environmental services area, it does not include any additional solid waste debt pursuant to this bonding authority at this time.

Ballpark Sales Tax Revenue Bonds - M.S. 473.757 and 475

The county received one-time authority in 2006 to issue a maximum of \$350 million of sales tax revenue bonds to fund a contribution towards the construction and acquisition of a publicly-owned baseball stadium. Of the original total of \$341.8 million issued in 2007 and 2008, there is \$94.875 million outstanding as of December 31, 2021.

Transportation Sales Tax Bonds – M.S. 297A.993

The county is authorized under Minnesota Statutes, Section 297A.993 to issue bonds for (i) payment of the capital cost of a specific transportation project or improvement; (ii) payment of the costs, which may include both capital and operating costs, of a specific transit project or improvement; (iii) payment of the capital costs of a safe routes to school program; or (iv) payment of transit operating costs.

Such bonds may be issued as special limited obligations of the county, payable solely from the proceeds of a 0.50% sales and use tax and a \$20 motor vehicle excise tax, or the county may choose to pledge its full faith, credit and taxing power as additional security for the bonds. The Hennepin County Regional Railroad Authority may also pledge its taxing powers to provide further security for such bonds. The county has \$333.0 million of general obligation sales tax revenue bonds issued pursuant to this authority as of December 31, 2021.

Capital Notes - M.S. 383B.117, subdivision 2

The county may issue general obligation capital notes to finance equipment acquisition. The principal amounts of the notes issued for any year cannot exceed 1.0 percent of that year's annual budget and these notes must mature within ten years. Pursuant to statute, the annual budget for Hennepin Healthcare System is added to the annual budget of the county in calculating this limitation. The county does not have current plans to issue any debt pursuant to this authority.

Watershed Management Capital Improvements Bonds under M.S. 103B.251 subdivision 7

The county has issued a total of \$14.1 million in bonds for the benefit of the Minnehaha Creek Watershed District, a separate taxing jurisdiction. As of December 31, 2021, \$7.9 million of those bonds were outstanding. The District must levy a tax sufficient to pay the debt service, but if it fails to do so, the county is obligated to pay the debt service. These bonds have maturities as long as 20 years.

The county has a variety of other bonding authorities but the above represents the most commonly used authorities. A full listing of all debt authorities is available in county bond official statements that are available by request from the Office of Budget and Finance or online at <https://emma.msrb.org>.

The following tables show the outstanding debt of the county, the 2022 debt service levy and the future levy requirements needed to support the both the countywide and library outstanding debt.

Outstanding Debt

	OUTSTANDING as of 12/31/2020	OUTSTANDING as of 12/31/2021	2022 DEBT SERVICE LEVY
Property Tax-Supported General Obligation Bonds	\$1,008,908,000	\$1,045,660,000	\$94,500,000
General Obligation Revenue Bonds:			
Minnehaha Creek Watershed District (1)	8,525,000	7,935,000	
Transportation Sales Tax Bonds (2)	343,950,000	333,065,000	
Ballpark Sales Tax Revenue Bonds (3)	119,630,000	94,875,000	
Total	\$1,481,013,000	\$1,481,535,000	\$94,500,000

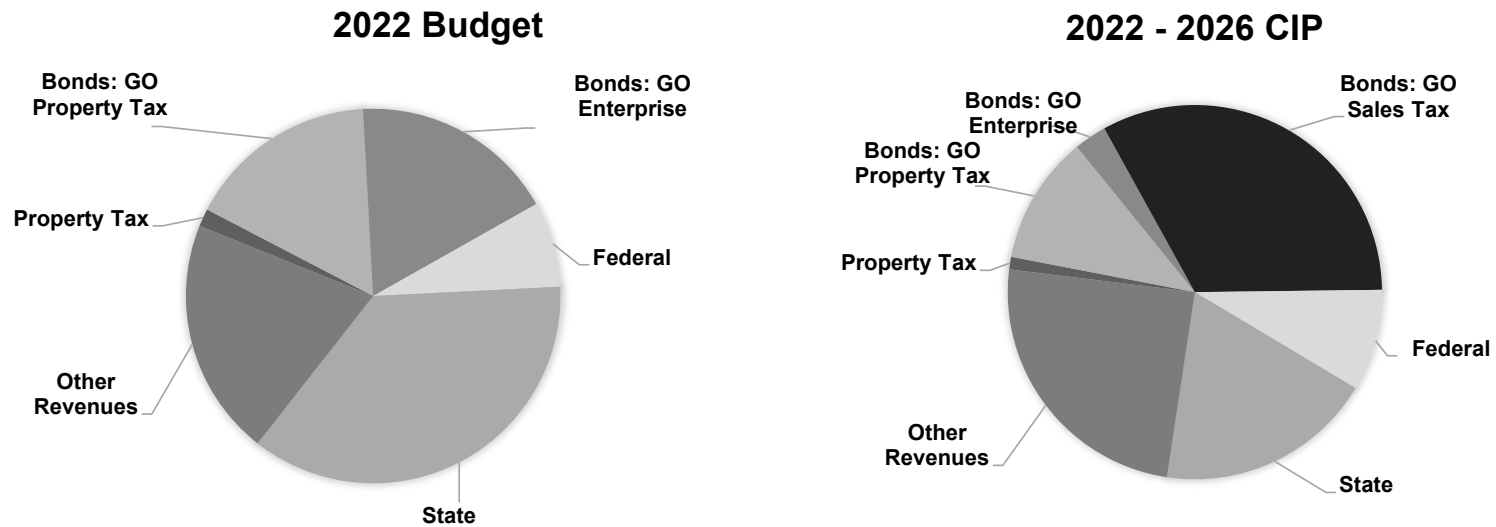
- 1) *These bonds are payable from property taxes levied within the Minnehaha Creek Watershed District.*
- 2) *These bonds are payable from proceeds of a 0.50% Hennepin County transportation sales tax.*
- 3) *These bonds are payable from proceeds of a 0.15% Hennepin County ballpark sales tax.*

Future Debt Service Property Tax Requirements on Outstanding Debt

YEAR	COUNTYWIDE LEVY	SUBURBAN ONLY LEVY	TOTAL LEVY
2022	\$94,152,993	\$347,007	\$94,500,000
2023	92,597,664	345,647	92,943,311
2024	92,398,291	343,252	92,741,543
2025	91,799,367	341,466	92,140,833
2026	91,529,233	343,634	91,872,867
2027	91,188,677	0	91,188,677
2028	86,559,940	0	86,559,940
2029	79,699,200	0	79,699,200
2030	67,004,877	0	67,004,877
2031-41	550,697,329	0	550,697,329
Total	\$1,345,336,164	\$1,721,006	\$1,347,057,170

Public Works

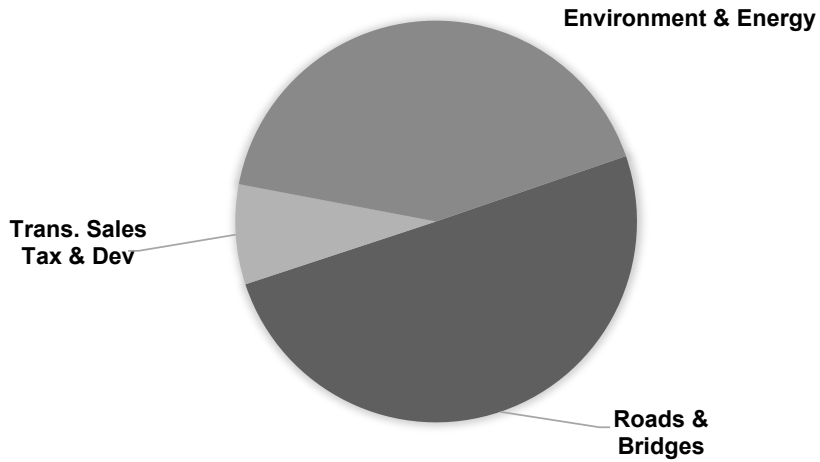
The Public Works line of business encompasses a wide range of services for the benefit of the general public in the areas of transportation, energy, environmental management, transit and community works. The line of business is composed of: Transportation Operations, Transportation Project Delivery, Transportation Sales Tax & Development and Environment & Energy groups; all supported by Public Works Administration. The Solid Waste Enterprise Fund, Energy Center Fund, Fleet Services Fund, Transportation Sales & Use Tax Fund and Glen Lake Golf Course Fund are managed by Public Works.



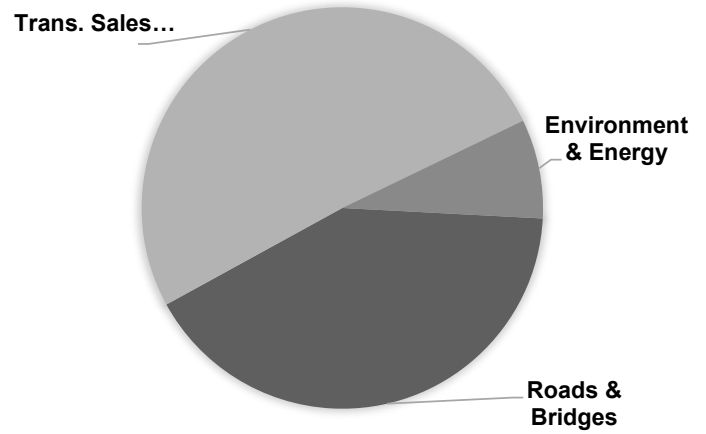
Revenue Category	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Property Tax	1,904,000	1.5%	1,940,000	1,895,000	1,930,000	1,990,000	9,659,000	1.1%
Bonds: GO Property Tax	20,505,000	16.5%	19,925,000	19,592,000	19,520,000	19,360,000	98,902,000	11.1%
Bonds: GO Enterprise	22,000,000	17.7%	1,000,000	1,000,000	1,000,000	0	25,000,000	2.8%
Bonds: GO Sales Tax	0	0.0%	0	0	80,000,000	212,100,000	292,100,000	32.8%
Federal	9,174,000	7.4%	22,825,000	12,868,000	19,087,000	14,000,000	77,954,000	8.8%
State	45,232,000	36.4%	40,484,000	38,552,000	20,075,500	23,196,000	167,539,500	18.8%
Other Revenues	25,515,000	20.5%	50,726,000	69,978,000	30,892,500	41,209,000	218,320,500	24.6%
Total	124,330,000	100.0%	136,900,000	143,885,000	172,505,000	311,855,000	889,475,000	100.0%

Public Works Expenditures

2022 Budget



2022 - 2026 CIP



Expenditure Area	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Roads & Bridges	62,430,000	50.3%	92,500,000	80,485,000	66,105,000	64,755,000	366,275,000	41.2%
Trans. Sales Tax & Dev	10,000,000	8.0%	38,000,000	57,000,000	100,000,000	247,100,000	452,100,000	50.8%
Environment & Energy	51,900,000	41.7%	6,400,000	6,400,000	6,400,000	0	71,100,000	8.0%
Total	124,330,000	100.0%	136,900,000	143,885,000	172,505,000	311,855,000	889,475,000	100.0%

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
Grand Total			1,523,500,660	602,968,712	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	77,935,000	3,048,687,160
PUBLIC WORKS			1,161,509,461	457,555,761	124,330,000	136,900,000	143,885,000	172,505,000	311,855,000	61,760,000	2,112,744,461
Transportation Roads & Bridges			258,148,605	132,251,838	62,430,000	92,500,000	80,485,000	66,105,000	64,755,000	61,760,000	686,183,605
II-8	2121100	CSAH 2 - Penn Avenue from I-394 to 44th Avenue	13,513,660	2,427,184	(400,000)	0	0	0	0	0	13,113,660
		Property Tax	550,000		0	0	0	0	0	0	550,000
		Bonds - GO Roads	8,090,000		(400,000)	0	0	0	0	0	7,690,000
		Mn/DOT State Aid - Regular	1,500,000		0	0	0	0	0	0	1,500,000
		Minneapolis	3,373,660		0	0	0	0	0	0	3,373,660
II-10	2150900	CSAH 3 - Landscape Lake St fr Blaisdell to 1st & 3rd to 5th	1,500,000	861,639	0	0	0	0	0	0	1,500,000
		Federal - Other - Roads	758,400		0	0	0	0	0	0	758,400
		Mn/DOT State Aid - Regular	268,031		0	0	0	0	0	0	268,031
		State Road Bonds	250,000		0	0	0	0	0	0	250,000
		Minneapolis	223,569		0	0	0	0	0	0	223,569
II-12	2191800	CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd	300,000	215,533	1,300,000	0	0	0	0	0	1,600,000
		Bonds - GO Roads	0		200,000	0	0	0	0	0	200,000
		Federal - Other - Roads	0		828,000	0	0	0	0	0	828,000
		Mn/DOT State Aid - Regular	240,000		146,000	0	0	0	0	0	386,000
		Minneapolis	60,000		126,000	0	0	0	0	0	186,000
II-14	2155002	CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	400,000	220,000	0	480,000	4,580,000	0	0	0	5,460,000
		Bonds - GO Roads	200,000		0	0	0	0	0	0	200,000
		Federal - Other - Roads	0		0	0	3,500,000	0	0	0	3,500,000
		Mn/DOT State Aid - Regular	0		0	480,000	1,080,000	0	0	0	1,560,000
		Minneapolis	200,000		0	0	0	0	0	0	200,000
II-16	2184100	CSAH 3 - Excelsior Blvd multi-use trail fr 8th to 11th Ave	100,000	100,000	0	0	0	0	0	0	100,000
		Property Tax	100,000		0	0	0	0	0	0	100,000
II-18	2168100	CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	500,000	0	720,000	1,875,000	10,565,000	495,000	0	0	14,155,000
		Property Tax	0		0	0	200,000	0	0	0	200,000
		Bonds - GO Roads	0		0	0	2,592,000	0	0	0	2,592,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	500,000		420,000	1,100,000	0	396,000	0	0	2,416,000
		Minneapolis	0		0	0	75,000	0	0	0	75,000
		St Louis Park	0		300,000	775,000	698,000	99,000	0	0	1,872,000
II-20	2172600	CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	400,000	400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000	0	21,540,000
		Property Tax	0		0	0	0	200,000	0	0	200,000
		Bonds - GO Roads	0		0	0	0	2,960,000	0	0	2,960,000
		Federal - Other - Roads	0		0	0	0	7,000,000	0	0	7,000,000
		Mn/DOT State Aid - Regular	400,000		810,000	840,000	1,400,000	3,384,000	736,000	0	7,570,000
		Minneapolis	0		350,000	600,000	1,040,000	1,636,000	184,000	0	3,810,000
II-22	2210900	CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	0	0	180,000	480,000	1,110,000	4,640,000	0	0	6,410,000
		Property Tax	0		0	0	0	50,000	0	0	50,000
		Federal - Other - Roads	0		0	0	0	3,350,000	0	0	3,350,000
		Mn/DOT State Aid - Regular	0		145,000	325,000	650,000	985,000	0	0	2,105,000
		Minneapolis	0		35,000	155,000	460,000	255,000	0	0	905,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-24	2163700	CSAH 9 - Participate in TH 169 Realignment of South Ramp	820,000	820,000	(40,000)	2,100,000	0	0	0	0	2,880,000
		Bonds - GO Roads	0		0	800,000	0	0	0	0	800,000
		Mn/DOT State Aid - Regular	620,000		(40,000)	1,300,000	0	0	0	0	1,880,000
		New Hope	200,000		0	0	0	0	0	0	200,000
II-26	2172800	CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	0	0	110,000	190,000	1,000,000	0	1,300,000
		Mn/DOT State Aid - Regular	0		0	0	80,000	120,000	820,000	0	1,020,000
		Crystal	0		0	0	30,000	70,000	180,000	0	280,000
II-28	2181400	CSAH 10 - Replace Bridge #90462 over Rush Creek in Corc	850,000	454,296	0	0	0	0	0	0	850,000
		Mn/DOT State Aid - Regular	850,000		0	0	0	0	0	0	850,000
II-30	2200800	CSAH 10 - Replace Bridge #91131 over Twin Lake	0	0	60,000	90,000	130,000	1,580,000	0	0	1,860,000
		Mn/DOT State Aid - Regular	0		48,000	54,000	80,000	1,280,000	0	0	1,462,000
		Brooklyn Center	0		6,000	18,000	25,000	150,000	0	0	199,000
		Crystal	0		6,000	18,000	25,000	150,000	0	0	199,000
II-32	2174500	CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	250,000	1	235,000	2,100,000	0	0	0	0	2,585,000
		Bonds - GO Roads	250,000		235,000	1,715,000	0	0	0	0	2,200,000
		Other - Roads	0		0	385,000	0	0	0	0	385,000
II-34	2163400	CSAH 15 - Replace Bridge #27592 at Tanager Channel	5,975,000	118,484	0	0	0	0	0	0	5,975,000
		Federal - Other - Roads	2,200,000		0	0	0	0	0	0	2,200,000
		Mn/DOT State Aid - Regular	2,538,353		0	0	0	0	0	0	2,538,353
		State Highway Grants	736,647		0	0	0	0	0	0	736,647
		State - Other - Roads	500,000		0	0	0	0	0	0	500,000
II-36	2173000	CSAH 17 - France Ave Safety Impr fr American Blvd to 76th	300,000	300,000	100,000	2,400,000	0	0	0	0	2,800,000
		Federal - Other - Roads	0		0	1,800,000	0	0	0	0	1,800,000
		Mn/DOT State Aid - Regular	200,000		100,000	400,000	0	0	0	0	700,000
		Bloomington	50,000		0	100,000	0	0	0	0	150,000
		Edina	50,000		0	100,000	0	0	0	0	150,000
II-38	2200900	CSAH 17 - Replace Bridge #90475 over Nine Mile Creek	0	0	50,000	250,000	285,000	2,335,000	0	0	2,920,000
		Mn/DOT State Aid - Regular	0		50,000	250,000	285,000	2,335,000	0	0	2,920,000
II-40	2052300	CSAH 22 - Reconst Lyndale Ave fr HCRRR Bridge to Frankli	0	0	870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000
		Property Tax	0		600,000	0	0	0	200,000	0	800,000
		Bonds - GO Roads	0		0	0	0	0	1,240,000	800,000	2,040,000
		Federal - Other - Roads	0		0	0	0	0	7,000,000	0	7,000,000
		Mn/DOT State Aid - Regular	0		215,000	480,000	845,000	950,000	2,705,000	3,815,000	9,010,000
		Minneapolis	0		55,000	120,000	365,000	470,000	1,035,000	1,155,000	3,200,000
II-42	2181500	CR 26 - Replace Bridge #90627 over Painter Creek	35,000	35,000	100,000	85,000	1,650,000	0	0	0	1,870,000
		Property Tax	35,000		0	85,000	0	0	0	0	120,000
		Bonds - GO Roads	0		100,000	0	1,650,000	0	0	0	1,750,000
II-44	2141100	CSAH 30 - Reconst 93rd Ave N fr Xylon Ave to East of Winn	5,345,000	5,048,864	0	0	0	0	0	0	5,345,000
		Mn/DOT State Aid - Regular	3,545,000		0	0	0	0	0	0	3,545,000
		Brooklyn Park	1,800,000		0	0	0	0	0	0	1,800,000
II-46	2191300	CSAH 34 - Normandale Blvd Safety Improvements at 98th S	2,225,000	2,225,000	0	0	0	0	0	0	2,225,000
		Bonds - GO Roads	480,000		0	0	0	0	0	0	480,000
		Federal - Other - Roads	1,170,000		0	0	0	0	0	0	1,170,000
		Mn/DOT State Aid - Regular	525,000		0	0	0	0	0	0	525,000
		Bloomington	50,000		0	0	0	0	0	0	50,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-48	2191600	CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrow	300,000	280,944	1,650,000	0	0	0	0	0	1,950,000
		Property Tax	0		54,000	0	0	0	0	0	54,000
		Bonds - GO Roads	0		250,000	0	0	0	0	0	250,000
		Federal - Other - Roads	0		846,000	0	0	0	0	0	846,000
		Mn/DOT State Aid - Regular	250,000		500,000	0	0	0	0	0	750,000
		Bloomington	25,000		0	0	0	0	0	0	25,000
		Richfield	25,000		0	0	0	0	0	0	25,000
II-50	2167301	CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St S	3,150,000	1,400,000	14,100,000	0	0	0	0	0	17,250,000
		Property Tax	0		100,000	0	0	0	0	0	100,000
		Federal - Other - Roads	0		5,500,000	0	0	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	2,450,000		4,750,000	0	0	0	0	0	7,200,000
		Minneapolis	700,000		3,750,000	0	0	0	0	0	4,450,000
II-52	2202200	CSAH 40 - Glenwood Ave ped improvements fr Penn to Brye	0	0	200,000	130,000	1,630,000	0	0	0	1,960,000
		Property Tax	0		10,000	10,000	50,000	0	0	0	70,000
		Federal - Other - Roads	0		0	0	1,000,000	0	0	0	1,000,000
		Mn/DOT State Aid - Regular	0		190,000	120,000	465,000	0	0	0	775,000
		Minneapolis	0		0	0	115,000	0	0	0	115,000
II-54	2200700	CSAH 40 - Replace Bridge #94282 over Basset Creek	0	0	0	60,000	230,000	300,000	2,800,000	0	3,390,000
		Mn/DOT State Aid - Regular	0		0	45,000	155,000	195,000	2,100,000	0	2,495,000
		Minneapolis	0		0	15,000	75,000	105,000	700,000	0	895,000
II-56	2186700	CR 47 - Turnback to Plymouth fr CSAH 101 to CSAH 61	5,000,000	0	0	0	0	0	0	0	5,000,000
		Bonds - GO Roads	5,000,000		0	0	0	0	0	0	5,000,000
II-58	2191700	CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwoc	50,000	50,000	125,000	650,000	0	0	0	0	825,000
		Federal - Other - Roads	0		0	405,000	0	0	0	0	405,000
		Mn/DOT State Aid - Municipal	50,000		125,000	245,000	0	0	0	0	420,000
II-60	2170500	CSAH 51 - Replace Bridge #7258 over Hendrickson Channe	700,000	100,000	2,900,000	0	0	0	0	0	3,600,000
		Mn/DOT State Aid - Regular	700,000		2,900,000	0	0	0	0	0	3,600,000
II-62	2170600	CSAH 51 - Replace Bridge #7194 over Noerenberg Channel	125,000	125,000	3,000,000	0	0	0	0	0	3,125,000
		Mn/DOT State Aid - Regular	125,000		3,000,000	0	0	0	0	0	3,125,000
II-64	2182000	CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH	1,100,000	989,720	1,050,000	4,500,000	750,000	0	0	0	7,400,000
		Mn/DOT State Aid - Municipal	800,000		700,000	3,700,000	600,000	0	0	0	5,800,000
		Spring Park	300,000		350,000	800,000	150,000	0	0	0	1,600,000
II-66	2164000	CSAH 52 - Recondition Hennepin Avenue Bridges	275,000	217,181	600,000	1,000,000	13,185,000	0	0	0	15,060,000
		Mn/DOT State Aid - Regular	275,000		600,000	250,000	1,935,000	0	0	0	3,060,000
		State General Obligation Bonds	0		0	750,000	11,250,000	0	0	0	12,000,000
II-68	2143102	CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	0	0	540,000	1,920,000	1,650,000	13,900,000	18,010,000
		Property Tax	0		0	0	0	0	0	220,000	220,000
		Bonds - GO Roads	0		0	0	0	0	0	7,220,000	7,220,000
		Mn/DOT State Aid - Regular	0		0	0	430,000	1,265,000	1,050,000	3,680,000	6,425,000
		Bloomington	0		0	0	110,000	655,000	600,000	2,780,000	4,145,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total	
					2022 Budget	2023	2024	2025	2026			
II-70	2182100	CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	1,788,000	988,073	2,100,000	11,100,000	0	0	0	0	0	14,988,000
		Bonds - GO Roads	50,000		400,000	0	0	0	0	0	0	450,000
		Federal - Other - Roads	0		0	5,500,000	0	0	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	1,300,000		1,000,000	2,975,000	0	0	0	0	0	5,275,000
		State - Other - Roads	100,000		200,000	500,000	0	0	0	0	0	800,000
		Minneapolis	300,000		500,000	2,075,000	0	0	0	0	0	2,875,000
		Other - Roads	38,000		0	50,000	0	0	0	0	0	88,000
II-72	2120800	CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	0	0	160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	0	20,330,000
		Property Tax	0		0	0	0	0	200,000	0	0	200,000
		Mn/DOT State Aid - Regular	0		128,000	480,000	1,031,000	1,440,000	8,240,000	4,160,000	0	15,479,000
		Richfield	0		32,000	120,000	539,000	810,000	2,110,000	1,040,000	0	4,651,000
II-74	2201500	CSAH 52 - Nicollet Ave safety improvements at 67th St	0	0	30,000	90,000	110,000	750,000	0	0	0	980,000
		Property Tax	0		0	0	0	10,000	0	0	0	10,000
		Federal - Other - Roads	0		0	0	0	579,000	0	0	0	579,000
		Mn/DOT State Aid - Regular	0		15,000	45,000	55,000	75,500	0	0	0	190,500
		Richfield	0		15,000	45,000	55,000	85,500	0	0	0	200,500
II-76	2210100	CSAH 52 - Hennepin Ave safety improvements fr 10th to 11t	0	0	120,000	180,000	1,750,000	0	0	0	0	2,050,000
		Property Tax	0		0	10,000	20,000	0	0	0	0	30,000
		Federal - Other - Roads	0		0	0	1,368,000	0	0	0	0	1,368,000
		Mn/DOT State Aid - Regular	0		60,000	80,000	171,000	0	0	0	0	311,000
		Minneapolis	0		60,000	90,000	191,000	0	0	0	0	341,000
II-78	2182800	CSAH 57 - Participate in Humboldt reconstr fr 53rd to 57th A	0	0	0	0	700,000	0	0	0	0	700,000
		Mn/DOT State Aid - Regular	0		0	0	700,000	0	0	0	0	700,000
II-80	2211000	CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden L	0	0	60,000	130,000	200,000	1,480,000	0	0	0	1,870,000
		Property Tax	0		0	0	10,000	20,000	0	0	0	30,000
		Federal - Other - Roads	0		0	0	0	1,158,000	0	0	0	1,158,000
		Mn/DOT State Aid - Regular	0		40,000	80,000	110,000	195,000	0	0	0	425,000
		Golden Valley	0		20,000	50,000	80,000	107,000	0	0	0	257,000
II-82	2165200	CSAH 81 - Broadway Safety Improvements at Lyndale Ave	1,357,000	1,230,256	0	0	0	0	0	0	0	1,357,000
		Property Tax	50,000		0	0	0	0	0	0	0	50,000
		Bonds - GO Roads	220,700		0	0	0	0	0	0	0	220,700
		Federal - Other - Roads	636,300		0	0	0	0	0	0	0	636,300
		Mn/DOT State Aid - Regular	450,000		0	0	0	0	0	0	0	450,000
II-84	2167600	CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Low	23,700,000	5,664,894	(2,600,000)	0	0	0	0	0	0	21,100,000
		Bonds - GO Roads	11,200,000		0	0	0	0	0	0	0	11,200,000
		Federal - Other - Roads	7,000,000		0	0	0	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	4,500,000		(1,600,000)	0	0	0	0	0	0	2,900,000
		State - Other - Roads	1,000,000		(1,000,000)	0	0	0	0	0	0	0
II-86	2182300	CSAH 82 - Const multi-use trail fr county line to 2nd St	250,000	250,000	150,000	800,000	4,300,000	0	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	250,000		150,000	650,000	1,440,000	0	0	0	0	2,490,000
		Mn/DOT State Aid - Municipal	0		0	0	1,140,000	0	0	0	0	1,140,000
		Excelsior	0		0	0	760,000	0	0	0	0	760,000
		Shorewood	0		0	150,000	760,000	0	0	0	0	910,000
		Other - Roads	0		0	0	200,000	0	0	0	0	200,000

Revenues by Project

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-88	2161100	CSAH 92 - Participate in MnDOT's CSAH 92 reconstr at TH 1	22,311,111	3,661,205	0	0	0	0	0	0	22,311,111
		Federal - Other - Roads	6,280,000		0	0	0	0	0	0	6,280,000
		Mn/DOT State Aid - Municipal	2,800,000		0	0	0	0	0	0	2,800,000
		State General Obligation Bonds	11,300,000		0	0	0	0	0	0	11,300,000
		State - Other - Roads	1,931,111		0	0	0	0	0	0	1,931,111
II-90	2174900	CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave	0	0	1,000,000	0	0	0	0	0	1,000,000
		Bonds - GO Roads	0		1,000,000	0	0	0	0	0	1,000,000
II-92	2923900	CSAH 103 - Reconstr W Broadway fr 85th Ave N to 93rd Ave	36,340,000	33,755,841	0	0	0	0	0	0	36,340,000
		Bonds - GO Roads	1,250,000		0	0	0	0	0	0	1,250,000
		Mn/DOT State Aid - Regular	25,790,000		0	0	0	0	0	0	25,790,000
		Brooklyn Park	9,300,000		0	0	0	0	0	0	9,300,000
II-94	2051400	CSAH 103 - Reconstr W Broadway fr Candlewood Dr to CSA	21,470,000	20,513,746	0	0	0	0	0	0	21,470,000
		Mn/DOT State Aid - Regular	16,394,000		0	0	0	0	0	0	16,394,000
		Brooklyn Park	5,076,000		0	0	0	0	0	0	5,076,000
II-96	2091103	CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	2,304,000	1,895,694	500,000	15,050,000	0	0	0	0	17,854,000
		Property Tax	0		0	200,000	0	0	0	0	200,000
		Mn/DOT State Aid - Regular	532,000		40,000	900,000	0	0	0	0	1,472,000
		Mn/DOT State Aid - Municipal	0		0	105,000	0	0	0	0	105,000
		Mn/DOT Turnback Funds	1,710,000		450,000	13,570,000	0	0	0	0	15,730,000
		Orono	62,000		10,000	275,000	0	0	0	0	347,000
II-98	2181700	CSAH 121 - Replace Bridge #90617 over Rush Creek	0	0	0	50,000	50,000	100,000	1,240,000	0	1,440,000
		Property Tax	0		0	45,000	25,000	60,000	0	0	130,000
		Bonds - GO Roads	0		0	0	0	0	1,120,000	0	1,120,000
		Maple Grove	0		0	5,000	25,000	40,000	120,000	0	190,000
II-100	2181800	CSAH 146 - Replace Bridge #90623 over Luce Line Trail	0	0	0	0	50,000	205,000	295,000	5,800,000	6,350,000
		Mn/DOT State Aid - Regular	0		0	0	50,000	205,000	295,000	5,800,000	6,350,000
II-102	2111000	CSAH 152 - Reconstr Rd fr CSAH 2 (Penn) to 41st Avenue N	17,508,000	3,695,845	0	0	0	0	0	0	17,508,000
		Federal - Other - Roads	7,000,000		0	0	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	7,074,175		0	0	0	0	0	0	7,074,175
		Minneapolis	3,118,000		0	0	0	0	0	0	3,118,000
		Other - Roads	315,825		0	0	0	0	0	0	315,825
II-104	2174100	CSAH 152 - Reconstr Osseo Rd fr CSAH 2 (Penn Ave) to 49'	2,650,000	1,685,721	10,700,000	1,100,000	0	0	0	0	14,450,000
		Bonds - GO Roads	750,000		7,550,000	950,000	0	0	0	0	9,250,000
		Federal - Other - Roads	0		2,000,000	0	0	0	0	0	2,000,000
		Mn/DOT State Aid - Regular	1,200,000		0	0	0	0	0	0	1,200,000
		Minneapolis	700,000		1,150,000	150,000	0	0	0	0	2,000,000
II-106	2176400	CSAH 152 - Replace Bridge #91333 over Bassett Creek	50,000	50,000	240,000	360,000	3,900,000	0	0	0	4,550,000
		Mn/DOT State Aid - Regular	50,000		240,000	360,000	3,900,000	0	0	0	4,550,000
II-108	2140900	CSAH 153 - Reconstr Lowry Ave fr Washington St NE to Joh	1,430,000	858,622	1,800,000	10,200,000	5,000,000	0	0	0	18,430,000
		Bonds - GO Roads	430,000		600,000	200,000	2,300,000	0	0	0	3,530,000
		Federal - Other - Roads	0		0	7,000,000	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	800,000		600,000	2,600,000	1,700,000	0	0	0	5,700,000
		Minneapolis	200,000		600,000	400,000	1,000,000	0	0	0	2,200,000
II-110	2180300	CSAH 153 - Lowry Ave Bikeway fr 3rd St N to 2nd St N	500,000	500,000	0	0	0	0	0	0	500,000
		Property Tax	500,000		0	0	0	0	0	0	500,000

Revenues by Project

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-112	2140800	CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	300,000	1,200,000	2,550,000	11,300,000	0	0	15,350,000
		Bonds - GO Roads	0		0	0	0	3,440,000	0	0	3,440,000
		Federal - Other - Roads	0		0	0	0	7,000,000	0	0	7,000,000
		Mn/DOT State Aid - Regular	0		300,000	850,000	1,750,000	0	0	0	2,900,000
		Minneapolis	0		0	350,000	800,000	860,000	0	0	2,010,000
II-114	2176600	CSAH 158 - Replace Bridge #4510 over CP Rail	2,500,000	769,592	1,300,000	11,000,000	1,000,000	0	0	0	15,800,000
		Bonds - GO Roads	0		0	4,000,000	1,000,000	0	0	0	5,000,000
		Federal - Other - Roads	0		0	7,000,000	0	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	2,500,000		1,300,000	0	0	0	0	0	3,800,000
II-116	2164400	Advanced Traffic Management System (ATMS)	17,250,000	962,980	0	0	0	0	0	0	17,250,000
		Bonds - GO Roads	13,992,000		0	0	0	0	0	0	13,992,000
		Federal - Other - Roads	3,258,000		0	0	0	0	0	0	3,258,000
II-118	2176000	Metro Transit D Line - Locally Requested Scope	1,344,000	(722,964)	2,000,000	0	0	0	0	0	3,344,000
		Property Tax	200,000		0	0	0	0	0	0	200,000
		Bonds - GO Roads	209,400		0	0	0	0	0	0	209,400
		Federal - Other - Roads	534,600		0	0	0	0	0	0	534,600
		Mn/DOT State Aid - Regular	400,000		2,000,000	0	0	0	0	0	2,400,000
II-120	2193300	Metro Transit B Line - Locally Requested Scope	0	0	1,000,000	0	0	0	0	0	1,000,000
		Property Tax	0		500,000	0	0	0	0	0	500,000
		Mn/DOT State Aid - Regular	0		500,000	0	0	0	0	0	500,000
II-122	2191500	Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	150,000	150,000	250,000	1,600,000	0	0	0	0	2,000,000
		Federal - Other - Roads	0		0	1,120,000	0	0	0	0	1,120,000
		Other - Roads	150,000		250,000	480,000	0	0	0	0	880,000
II-124	2155700	77th Street Underpass at TH 77 Cedar Avenue	6,000,000	4,500,000	0	0	0	0	0	0	6,000,000
		Bonds - GO Roads	6,000,000		0	0	0	0	0	0	6,000,000
II-126	2167700	TH 252 / CSAH 109 85th Avenue N interchange	19,280,000	19,280,000	0	0	0	0	8,280,000	0	27,560,000
		Bonds - GO Roads	6,280,000		0	0	0	0	0	0	6,280,000
		Federal - Other - Roads	0		0	0	0	0	7,000,000	0	7,000,000
		Mn/DOT Trunk Hwy Fund	8,000,000		0	0	0	0	0	0	8,000,000
		Brooklyn Park	5,000,000		0	0	0	0	1,280,000	0	6,280,000
II-128	2210400	Pavement Rehabilitation Program 2022-2026	50,000	(100,812)	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000	0	42,400,000
		Property Tax	50,000		0	0	0	0	0	0	50,000
		Bonds - GO Roads	0		6,620,000	8,060,000	8,050,000	9,120,000	10,500,000	0	42,350,000
II-130	2999961	Maple Grove R of W Acquisition Reimbursement (CP 9635)	187,345	187,345	40,000	40,000	40,000	40,000	40,000	40,000	427,345
		Property Tax	187,345		40,000	40,000	40,000	40,000	40,000	40,000	427,345
II-132	2999971	Bottineau LRT Partnership Participation	0	0	0	0	0	0	2,500,000	5,500,000	8,000,000
		Bonds - GO Roads	0		0	0	0	0	2,500,000	5,500,000	8,000,000
II-134	2999968	Southwest LRT Partnership Participation	4,750,000	4,355,484	0	0	0	0	0	0	4,750,000
		Bonds - GO Roads	4,750,000		0	0	0	0	0	0	4,750,000
II-136	2183300	Safety and Asset Management 2019-2023	23,870,489	6,613,462	5,600,000	9,150,000	0	0	0	0	38,620,489
		Property Tax	645,000		150,000	200,000	0	0	0	0	995,000
		Wheelage Tax	186,515		0	0	0	0	0	0	186,515
		Bonds - GO Roads	18,681,260		1,550,000	2,200,000	0	0	0	0	22,431,260
		Mn/DOT State Aid - Regular	4,357,714		3,900,000	6,750,000	0	0	0	0	15,007,714

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
II-138	2201000	Safety and Asset Management 2024-2028	0	0	0	0	8,950,000	8,950,000	8,950,000	17,900,000	44,750,000
		Property Tax	0	0	0	0	200,000	200,000	200,000	400,000	1,000,000
		Bonds - GO Roads	0	0	0	0	2,000,000	2,000,000	2,000,000	4,000,000	10,000,000
		Mn/DOT State Aid - Regular	0	0	0	0	6,750,000	6,750,000	6,750,000	13,500,000	33,750,000
II-140	2183500	Cost Participation and Partnerships 2019-2023	6,525,000	4,048,415	2,700,000	3,000,000	0	0	0	0	12,225,000
		Property Tax	1,365,000	300,000	1,000,000	0	0	0	0	0	2,665,000
		Bonds - GO Roads	1,910,000	2,400,000	2,000,000	0	0	0	0	0	6,310,000
		Mn/DOT State Aid - Regular	3,225,000	0	0	0	0	0	0	0	3,225,000
		New Hope	25,000	0	0	0	0	0	0	0	25,000
II-142	2201100	Cost Participation and Partnerships 2024-2028	0	0	0	0	3,000,000	3,000,000	3,000,000	6,000,000	15,000,000
		Property Tax	0	0	0	0	1,000,000	1,000,000	1,000,000	2,000,000	5,000,000
		Bonds - GO Roads	0	0	0	0	2,000,000	2,000,000	2,000,000	4,000,000	10,000,000
II-144	2183400	Project Delivery 2019-2023	1,370,000	1,069,595	400,000	550,000	0	0	0	0	2,320,000
		Property Tax	520,000	150,000	350,000	0	0	0	0	0	1,020,000
		Mn/DOT State Aid - Regular	850,000	250,000	200,000	0	0	0	0	0	1,300,000
II-146	2201200	Project Delivery 2024-2028	0	0	0	0	850,000	850,000	850,000	1,650,000	4,200,000
		Property Tax	0	0	0	0	350,000	350,000	350,000	700,000	1,750,000
		Mn/DOT State Aid - Regular	0	0	0	0	500,000	500,000	500,000	950,000	2,450,000
		Transportation Sales Tax & Development	895,760,856	326,016,265	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000	0	1,347,860,856
II-148	1005876	HC Southwest Light Rail Transit	792,892,368	248,476,629	0	0	0	0	0	0	792,892,368
		Bonds - G.O. Sales Tax	450,000,000	0	0	0	0	0	0	0	450,000,000
		Transfer from other Funds	342,892,368	0	0	0	0	0	0	0	342,892,368
II-150	1005877	HC Bottineau Light Rail Transit	78,000,000	74,150,637	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000	0	530,100,000
		Bonds - G.O. Sales Tax	63,000,000	0	0	0	80,000,000	212,100,000	0	0	355,100,000
		Transfer from other Funds	15,000,000	10,000,000	38,000,000	57,000,000	20,000,000	35,000,000	0	0	175,000,000
II-152	1005878	HC Bus Rapid Transit Orange Line Construction	24,868,488	3,388,999	0	0	0	0	0	0	24,868,488
		Transfer from other Funds	24,868,488	0	0	0	0	0	0	0	24,868,488
		Environment & Energy	7,600,000	(712,342)	51,900,000	6,400,000	6,400,000	6,400,000	0	0	78,700,000
II-154	1006390	HERC Facility Preservation & Improvement 2021-2025	5,000,000	(3,260,000)	6,000,000	5,000,000	5,000,000	5,000,000	0	0	26,000,000
		Bonds - GO Enterprise	5,000,000	0	0	0	0	0	0	0	5,000,000
		Enterprise Income	0	6,000,000	5,000,000	5,000,000	5,000,000	0	0	0	21,000,000
II-156	1006391	Energy Center Improvements 2021-2025	0	0	0	1,000,000	1,000,000	1,000,000	0	0	3,000,000
		Bonds - GO Enterprise	0	0	0	1,000,000	1,000,000	1,000,000	0	0	3,000,000
II-158	1006392	Transfer Station Facility Preservation 2021-2025	350,000	329,345	400,000	400,000	400,000	400,000	0	0	1,950,000
		Enterprise Income	350,000	400,000	400,000	400,000	400,000	0	0	0	1,950,000
II-160	1005188	Organics Tipping and Loading Expansion	2,000,000	2,000,000	2,000,000	0	0	0	0	0	4,000,000
		Bonds - GO Enterprise	1,000,000	0	0	0	0	0	0	0	1,000,000
		State - Other	1,000,000	1,000,000	0	0	0	0	0	0	2,000,000
		Enterprise Income	0	1,000,000	0	0	0	0	0	0	1,000,000
II-162	1008034	New Anaerobic Digestion Facility	250,000	218,313	43,500,000	0	0	0	0	0	43,750,000
		Bonds - GO Enterprise	0	22,000,000	0	0	0	0	0	0	22,000,000
		State - Other	0	21,000,000	0	0	0	0	0	0	21,000,000
		Enterprise Income	250,000	500,000	0	0	0	0	0	0	750,000

Project Name: 2121100 CSAH 2 - Penn Avenue from I-394 to 44th Avenue
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2013
Funding Completion: 2022

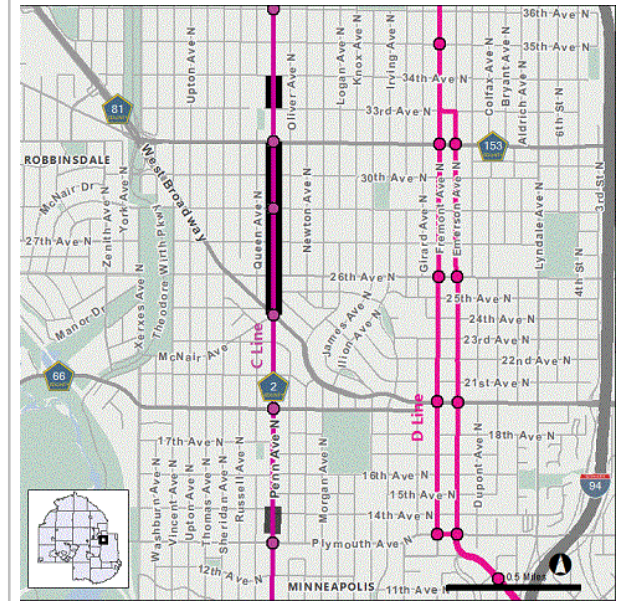
Summary:

Improve Penn Avenue (CSAH 2) at various locations between I-394 and 44th Avenue (CSAH 152) in the City of Minneapolis.

Purpose & Description:

Housing and Economic Development completed the Penn Avenue (CSAH 2) Framework Plan in 2016 to identify opportunities for economic development, beautification, livability, and job creation in the area. One major outcome of the plan was a recommendation to reconstruct Penn Avenue (CSAH 2) from West Broadway Avenue (CSAH 81) to Lowry Avenue N (CSAH 153), which was identified as a high priority based on community input and evaluation criteria. The proposed improvements will introduce boulevard areas, curb extensions, and lighting to benefit people biking, walking, and using transit (these improvements were completed in 2018). A second major outcome of the study was to modify each of the eight intersections along Penn Avenue (CSAH 2) that will facilitate Arterial Bus Rapid Transit (ABRT) as part of Metro Transit's C Line service that began operation in 2019. Each intersection will include curb extensions, new traffic signal systems (if applicable), enhanced crosswalk markings, and an improved pedestrian realm. A third major outcome of the study was that dedicated facilities for people biking will not be provided along Penn Avenue (CSAH 2). The City of Minneapolis was awarded federal funding for the Queen Avenue Bicycle Boulevard project in 2016; with construction anticipated to occur in 2021. A fourth outcome of the study was the recommendation to install lighting along Penn Avenue (CSAH 2) between Glenwood Avenue (CSAH 40) and 44th Avenue (CSAH 152) to promote the safety and security of people walking (this was completed in 2020).

Two additional opportunities exist to advance recommendations from the Penn Avenue Framework Plan. First, Hennepin County is leading the remodel and expansion of the NorthPoint Health and Wellness Center campus. In conjunction with this work, the segment of Penn Avenue (CSAH 2) will be reconstructed between Plymouth Avenue and 14th Avenue. The project will introduce boulevard areas, curb extensions, and lighting to benefit people walking, biking, and using transit. These improvements were completed in 2021 to compliment the NorthPoint Center and the nearby ABRT station location at Plymouth Avenue. Secondly, Hennepin County is introducing sidewalk and streetscaping improvements along a one-block of Penn Avenue (CSAH 2) at Lucy Craft Laney Elementary School to improve student and faculty mobility, safety, and comfort during school arrival and dismissal periods. The project, which is anticipated to occur in 2022, will enhance existing sidewalk facilities and install landscaping features.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	550,000	550,000								550,000
Bonds - GO Roads	8,090,000	6,351,238	1,738,762	(400,000)						7,690,000
Mn/DOT State Aid - Regular	1,500,000	1,734,199	(234,199)							1,500,000
Minneapolis	3,373,660	2,258,613	1,115,047							3,373,660
Total	13,513,660	10,894,050	2,619,610	(400,000)						13,113,660
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	750,000		750,000							750,000
Construction	12,114,155	9,754,420	2,359,735	(400,000)						11,714,155
Consulting	133,576	287,475	(153,899)							133,576
Other Costs	486,000	1,044,581	(558,581)							486,000
Contingency	29,929		29,929							29,929
Total	13,513,660	11,086,476	2,427,184	(400,000)						13,113,660

Project Name: 2121100 CSAH 2 - Penn Avenue from I-394 to 44th Avenue	Funding Start: 2013
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	13,513,660	(400,000)						13,113,660
Administrator Proposed	13,513,660	(400,000)						13,113,660
CBTF Recommended	13,513,660	(400,000)						13,113,660
Board Approved Final	13,513,660	(400,000)						13,113,660

Scheduling Milestones (major phases only):

<u>Activity</u>	<u>Anticipated Timeframe</u>
Planning	Q1 2014 - Q2 2015
Design	Q3 2015 - Q2 2016
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the reduction of approximately 0.31 lane miles is expected to allow the county to retain to approximately \$4,200 in maintenance costs annually. Additionally, maintenance responsibilities of the new lighting are anticipated to be assigned to the City of Minneapolis as part of a cooperative agreement.

Changes from Prior CIP:

- Project budget decreased by \$0.5 million from \$13.5 million to \$13.0 million to retain County Bonds
- Construction activities decreased by \$0.5 million from \$12.1 million to \$11.6 million based on revised Engineer's Estimate related to CP 2121104

Board Resolutions / Supplemental Information:

Project Budget Notes:

BAR 16-0099R1 (adopted 03/01/2016) authorized:

- Adoption of the Penn Avenue Community Works Implementation Framework Plan
- Negotiation of Agmts A164911, A164912, A164913, PW 01-67-16, and PW 05-20-16 with agencies
- Transfer of \$200,000 from CP 1001560 to CP 1004174 for property acquisition and redevelopment
- Introduction of CP 2121100 in the 2016 Capital Budget with \$2,040,000 and closure of CP 2999970
- Transfer of \$1,500,000 from the Penn Ave CW Participation CBLI (CP 2999970) to CP 2121100
- Supplemental appropriation of \$540,000 from the City of Minneapolis to CP 2121100
- Request to MnDOT State Aid for 2 variances (curb reaction distance and parking lane width)

BAR 17-0485R1 (adopted 11/28/2017) authorized:

- Supplemental appropriation of \$2,573,660 from the City of Minneapolis to CP 2121100
- Transfers of \$3,400,000 from CP 1001560 and \$3,600,000 from CP 1001560 to CP 2121100
- Project budget for CP 2121100 be increased by \$9,573,660 from \$2,040,000 to \$11,613,660

BAR's 18-0458R1 & 18-0492 (adopted 11/06/2018 & 11/27/2018) authorized:

- Negotiation of Agmts (and Amds) PW's 01-67-16, 49-20-18, 57-20-17, 58-67-17, & 59-23-17 w/ agencies
- Execution of a contract with Xcel Energy for the burial of overhead utilities - est. cost \$350,000
- Introduction of CP 2180400 in the 2018 Capital Budget with a Project Budget of \$800,000
- Transfer of \$600,000 in State Aid from the Mpls Signal Participation CBLI (CP 2999952) to CP 2180400

BAR 19-0331 (adopted 08/27/2019) authorized:

- Negotiation of Amd 1 to Agmt PW 57-20-17 to expand the scope of CP 2121100 to include lighting
- Transfer \$520,000 in property tax and \$100,000 in county bonds from CP 2183500; transfer \$30,000 in property tax from CP 2999962; increasing budget for CP 2121100 from \$11,613,660 to \$12,263,660

BAR 21-0059 (adopted 02/16/2021) authorized:

- Negotiation of Agmt PW 48-20-20 with Mpls to identify agency responsibilities in CP 2121104 at an estimated county cost of \$1,433,040 (County Bonds) and an estimated receivable of \$66,960 from the City of Mpls

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	12,863,660	650,000						13,513,660
Administrator Proposed	12,863,660	650,000						13,513,660
CBTF Recommended	12,863,660	650,000						13,513,660
Board Approved Final	12,863,660	650,000						13,513,660

Project Name: 2150900 CSAH 3 - Landscape Lake St fr Blaisdell to 1st & 3rd to 5th
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2015
Funding Completion: 2017

Summary:

Participate in MnDOT's project to introduce streetscaping elements along Lake Street (CSAH 3) from Blaisdell Avenue to 1st Avenue and from 3rd Avenue to 5th Avenue in the City of Minneapolis.

Purpose & Description:

Lake Street (CSAH 3) currently serves east/west trips between Bde Ma Ska and the Mississippi River. The roadway includes two vehicle lanes in each direction, along with on-street parking and sidewalk facilities on both sides. The existing space behind the curb is relatively constrained as there is limited space for signs, snow storage, and sidewalk area for people walking. Additionally, the existing overhead lighting is outdated and offers limited benefit for people walking.

Hennepin County completed three streetscaping projects along Lake Street (CSAH 3) between Lyndale Avenue (CSAH 22) and the Mississippi River in the 2000s (Capital Projects 2000400, 2000500, & 2000600). This section of CSAH 3 (Lake Street) between Blaisdell Avenue and 5th Avenue was postponed due to the anticipated I-35W Interchange Project that would likely impact this area significantly.

This project will introduce various streetscaping elements; including street trees, pedestrian lighting, and ornamental fencing. These elements will encourage users to spend more time along the corridor and create a sense of belonging. It is anticipated that a similar design will be implemented as what was constructed on nearby segments of Lake Street (CSAH 3) to match the character of the surrounding area.

This project is directly related to Capital Project 2150800, however, was kept separate to leverage external funding opportunities. Additionally, this project will complement Capital Project 2986402 by extending streetscaping improvements east/west to provide logical termini. Furthermore, this project will complement Metro Transit's planned B Line Arterial Bus Rapid Transit (ABRT) service that will operate on Lake Street (CSAH 3).

Federal funding was awarded for this project in 2014 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Federal - Other - Roads	758,400	80,197	678,203							758,400
Mn/DOT State Aid - Regular	268,031	244,759	23,272							268,031
State Road Bonds	250,000	152,263	97,737							250,000
Minneapolis	223,569	127,612	95,957							223,569
Total	1,500,000	604,832	895,168							1,500,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	270,608	273,875	(3,267)							270,608
Construction	811,634	333,283	478,351							811,634
Consulting	172,044	22,208	149,836							172,044
Other Costs	50,000	8,996	41,004							50,000
Contingency	195,714		195,714							195,714
Total	1,500,000	638,361	861,639							1,500,000

Project Name: 2150900 CSAH 3 - Landscape Lake St fr Blaisdell to 1st & 3rd to 5th	Funding Start: 2015
Major Program: Public Works	Funding Completion: 2017
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,500,000							1,500,000
Administrator Proposed	1,500,000							1,500,000
CBTF Recommended	1,500,000							1,500,000
Board Approved Final	1,500,000							1,500,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	1998 - 2009
Design	2010 - 2016
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	2023

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located along Lake Street (CSAH 3), in an area that includes relatively high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing drainage, roadside, roadway, and traffic assets in-kind. Additionally, maintenance responsibilities of any new landscaping features are anticipated to be assigned to other agencies as part of cooperative agreements.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Board Resolutions / Supplemental Information:

BAR 15-0297 (adopted 08/11/2015) authorized:

- Approval of Amd 4 to Agmt PW 56-40-09 with MnDOT for the receipt of \$400,000 in federal funds
- Amd of Project Budget (CP 2150800) to receive \$80,000 in federal funds for consulting activities
- Transfer of \$20,000 in County State Aid from the Consultant Services GLI to CP 2150900

BAR 17-0161 (adopted 05/09/2017) authorized:

- Execution of Amd 1 to Agmt PW 54-66-15 with SEH for consulting activities NTE \$75,000
- Transfer of \$25,000 from the Consultant Services Generic Line Item to CP 2150900
- Amd to the Project Budget for CP 2150900 by \$25,000 from \$1,180,000 to \$1,205,000

BAR 17-0246 (adopted 06/27/2017) authorized:

- Execution of Agmt PW 38-40-17 with MnDOT identifying each agency's responsibilities
- Execution of Agmt PW 40-40-17 with the State of Minnesota establishing conditions for acceptance of up to \$25,000,000 by the county and City of Minneapolis to allocate towards CP 2986402
- Execution of Agmt PW 39-20-17 with the City of Minneapolis identifying each agency's responsibilities
- Execution of Agmt PW 41-23-17 with the MPRB for streetscaping and landscaping activities
- Amd of Project Budget (CP 2150900) for an increase of \$295,000 from \$1,205,000 to \$1,500,000; financed with \$147,031 of County State Aid, \$147,569 from the City of Minneapolis, and \$400 in federal funds

BAR 18-0255 (adopted 06/26/2018) authorized:

- Execution of Agmt PW 17-40-18 with MnDOT establishing conditions of grant acceptance
- Hennepin County to pay additional costs that exceed the state grant amount and return unused funds
- Negotiation of Amd 1 to Agmt PW 39-20-17 with Minneapolis regarding receipt of state grant funds
- Amd to Project Budget for CP 2150900 yields no change, but yields a decrease of \$125,000 in County State Aid and \$125,000 in Minneapolis funds, and an increase of \$250,000 in State Bonds

BAR 18-0381 (adopted 09/24/2018) authorized:

- Execution of Amd 2 to Agmt PW 54-66-15 with SEH for an extension to June 30, 2022 for design services

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,500,000							1,500,000
Administrator Proposed	1,500,000							1,500,000
CBTF Recommended	1,500,000							1,500,000
Board Approved Final	1,500,000							1,500,000

Project Name: 2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2022

Summary:

Safety improvements at four crossing locations on 42nd Street (CSAH 42) in the City of Minneapolis.

Purpose & Description:

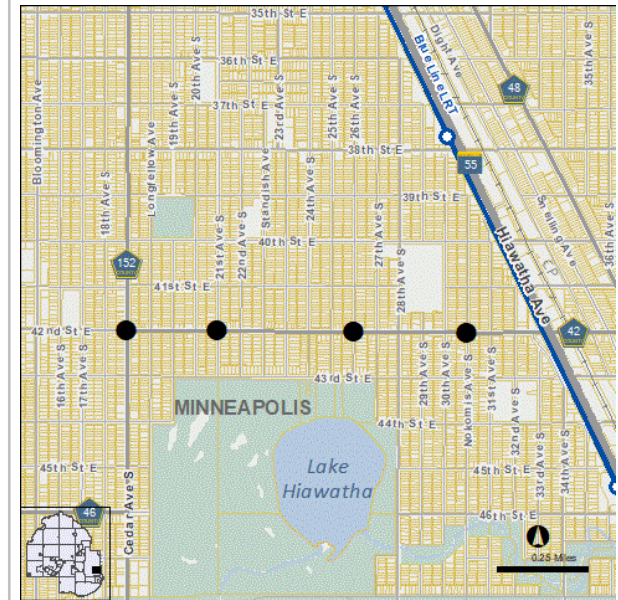
The existing Lake Street (CSAH 3) corridor experiences high pedestrian activity given the number of key commercial destinations. At times, however, the roadway functions as a barrier to non-motorized users; mainly due to the high traffic volumes (approximately 17,000 vehicles daily). Additionally, the 42nd Street (CSAH 42) corridor primarily connects users to residential areas with a number of educational centers located near the roadway, including: Jardin Spanish Academy, El Colegio Charter School, Roosevelt Senior High School, and Northrop Elementary School. These places generate routine walking and biking activity along the 42nd Street (CSAH 42) corridor as encouraged by current Safe Routes to School (SRTS) Programs.

The City of Minneapolis completed its Pedestrian Crash Study in 2017 that was preceded by its Vision Zero Action Plan. These planning documents reviewed recent crash trends and available safety strategies to prioritize areas for investment. Both Lake Street (CSAH 3) and 42nd Street (CSAH 42) were identified as Pedestrian Crash Concentration Corridors within the study; whereas, the Lake Street (CSAH 3) and Cedar Avenue (CSAH 152) corridors were designated as part of the High Injury Street Network in the action plan.

The proposed project will upgrade ADA and implement proven traffic calming measures at the following four intersections. Specific strategies will be determined during project design and will likely include curb extensions, medians, and/or crossing beacons.

- 42nd Street (CSAH 42) at Cedar Avenue (CSAH 152)
- 42nd Street (CSAH 42) at 21st Avenue
- 42nd Street (CSAH 42) at 26th Avenue
- 42nd Street (CSAH 42) at Nokomis Avenue

This project will complement Metro Transit's B Line Arterial Bus Rapid Transit (ABRT) service that will operate on Lake Street (CSAH 3). Federal funding was awarded for this project in 2018 through the Highway Safety Improvement Program (HSIP). This project will proactively make improvements to ensure pedestrian safety and also promote active living.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads				200,000						200,000
Federal - Other - Roads				828,000						828,000
Mn/DOT State Aid - Regular	240,000		240,000	146,000						386,000
Minneapolis	60,000		60,000	126,000						186,000
Total	300,000		300,000	1,300,000						1,600,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	100,000		100,000							100,000
Construction				1,000,000						1,000,000
Consulting	150,000	84,467	65,533	100,000						250,000
Contingency	50,000		50,000	200,000						250,000
Total	300,000	84,467	215,533	1,300,000						1,600,000

Project Name: 2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	300,000	1,300,000						1,600,000
Administrator Proposed	300,000	1,300,000						1,600,000
CBTF Recommended	300,000	1,300,000						1,600,000
Board Approved Final	300,000	1,300,000						1,600,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	Q1 2020 - Q2 2022
Bid Advertisement	Q4 2022
Construction	Q2 2023 - Q3 2023
Completion	Q2 2024

Board Resolutions / Supplemental Information:

Project Budget Notes:
This project must be authorized by June 30, 2022 to avoid jeopardizing federal funds.

Appropriated \$200,000 in County Bonds within this Project Budget (CP 2191800) that were previously programmed in the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300). These funds are intended to provide a portion of the Project Budget for CP 2191800 to be used towards safety improvements along Lake Street (CSAH 3) and 46th Street (CSAH 46). Additionally, the 2022 spending goal for Safety in CP 2183300 will be reduced by \$200,000 to reflect this appropriation.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing roadside and traffic assets in-kind.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	50,000	250,000	1,300,000					1,600,000
Administrator Proposed	50,000	250,000	1,300,000					1,600,000
CBTF Recommended	50,000	250,000	1,300,000					1,600,000
Board Approved Final	50,000	250,000	1,300,000					1,600,000

Project Name: 2155002 CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2018
Funding Completion: 2024

Summary:

Participate in MnDOT's project to reconstruct Lake Street (CSAH 3) at Hiawatha Avenue (TH 55) in the City of Minneapolis. This project has been nicknamed the Hi-Lake Interchange to promote project awareness.

Purpose & Description:

The existing interchange (constructed in the 2000s) at Lake Street (CSAH 3) and Hiawatha Avenue (TH 55) includes a design that's commonly referred to as a Single Point Urban Interchange (SPUI). This design combines all vehicle movements into one intersection that's controlled by a single traffic control system. This design is effective in minimizing vehicle delays at locations that experience high left-turning demand, however, it's uninviting for people walking and biking. The Hi/Lake Interchange is especially unique in that pedestrians are permitted to cross the arterial street (Lake Street), whereas, this crossing movement is typically prohibited at other locations where a SPUI is present (such as Lyndale Avenue/I-494 and Penn Avenue/I-494 in Bloomington and Richfield). Routine pedestrian crossing demand is generated at the Hi/Lake Interchange from two bus stops located on the west side. Additionally, the existing lighting underneath the interchange is inadequate, creating a sense of discomfort for people walking.

The City of Minneapolis, Hennepin County, MnDOT, and Metro Transit began evaluating the interchange in 2014. A feasibility study was completed in 2016 that included public engagement, concept analysis, and preliminary cost estimates. The various concepts provided in the study identified potential short-term and long-term improvements. In 2017, a Phase II feasibility study was completed to further refine concepts that were developed in the Phase I study.

The proposed project will modify the existing geometry of the interchange to provide a tight-diamond design. Specifically, the channelized turn lanes will be revised to reduce vehicle speeds and provide more direct crossing routes for people walking. Lighting upgrades will be included to improve user visibility, comfort, and security at the interchange. In addition, it is anticipated that traffic signal and ADA improvements will be introduced at the nearby Lake Street (CSAH 3) and 22nd Avenue intersection to address aging signal assets and improve accommodations for people with limited mobility.

This project will also complement Metro Transit's planned B Line Arterial Bus Rapid Transit (ABRT) Project that will operate along Lake Street (CSAH 3). Improvements to the Hi/Lake Interchange will ensure that nearby ABRT stations are accessible for all people; especially those with limited mobility. Federal funding was awarded in 2020 through the Regional Solicitation for this project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	200,000	46,570	153,430							200,000
Federal - Other - Roads						3,500,000				3,500,000
Mn/DOT State Aid - Regular					480,000	1,080,000				1,560,000
Minneapolis	200,000		200,000							200,000
Total	400,000	46,570	353,430		480,000	4,580,000				5,460,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					100,000					100,000
Construction	400,000		400,000			3,860,000				4,260,000
Consulting		180,000	(180,000)		300,000	200,000				500,000
Contingency					80,000	520,000				600,000
Total	400,000	180,000	220,000		480,000	4,580,000				5,460,000

Project Name: 2155002 CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	Funding Start: 2018
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	400,000		480,000	4,580,000				5,460,000
Administrator Proposed	400,000		480,000	4,580,000				5,460,000
CBTF Recommended	400,000		480,000	4,580,000				5,460,000
Board Approved Final	400,000		480,000	4,580,000				5,460,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2020
Design	Q1 2021 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q4 2024
Completion	2025

Board Resolutions / Supplemental Information:

This project must be authorized by June 30, 2024 to avoid jeopardizing federal funds.

BAR 18-0358 (adopted 09/06/2018) authorized:

- Neg of Agmt PW 45-20-18 with the City of Minneapolis identifying each agency's responsibilities as they relate to CP 2155002. Authorized county cost participation at an estimated county cost of \$200,000 to be financed with county bonds from CP 2999973 and \$200,000 from the City of Minneapolis. These funds have been budgeted into CP 2155002.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The installation of one new traffic signal system at the Hiawatha Avenue (TH 55) interchange is estimated to cost \$1,940 annually to maintain.

- Changes from Prior CIP:**
- Project Budget increased by \$3.4 million from \$2.1 million to \$5.5 million to be financed with State Aid Regular and Federal funds.
 - Secured \$3.5 million in federal funds through the 2020 Regional Solicitation to reduce local costs.
 - Consulting activities increased by \$0.5 million from \$0 to \$0.5 million.
 - Right of way acquisition activities increased by \$0.1 million from \$0 to \$0.1 million.
 - Construction activities increased by \$2.6 million from \$1.7 million to \$4.3 million.
 - Contingencies increased by \$0.6 million from \$0 to \$0.6 million

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	400,000			1,700,000				2,100,000
Administrator Proposed	400,000			1,700,000				2,100,000
CBTF Recommended	400,000			1,700,000				2,100,000
Board Approved Final	400,000			1,700,000				2,100,000

Project Name: 2184100 CSAH 3 - Excelsior Blvd multi-use trail fr 8th to 11th Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2018
Funding Completion: 2018

Summary:

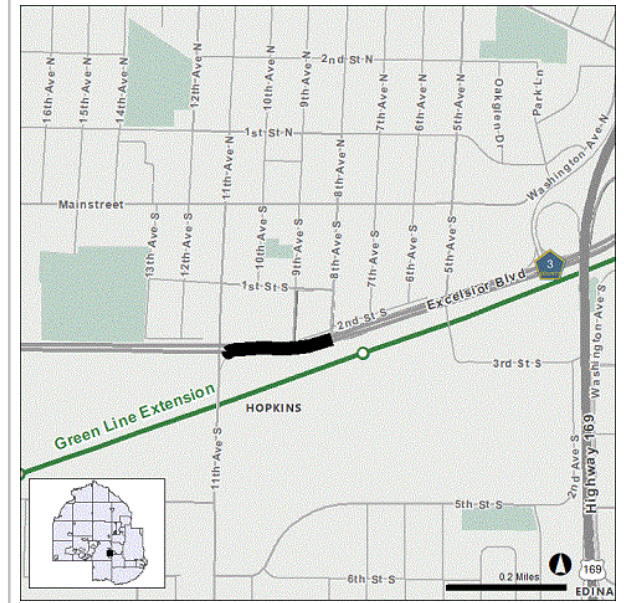
Construct multimodal improvements along Excelsior Boulevard (CSAH 3) from 11th Avenue to 8th Avenue in the City of Hopkins.

Purpose & Description:

Excelsior Boulevard (CSAH 3) is a key corridor for people biking that connects to the Artery cycle track in Downtown Hopkins, along with several nearby regional trails: including the Lake Minnetonka LRT Regional Trail, Minnesota River Bluffs LRT Regional Trail, Nine Mile Creek Trail, and Cedar Lake Regional Trail. A gap in the trail network currently exists along Excelsior Boulevard (CSAH 3) between 11th Avenue and 8th Avenue that is currently ranked as a Top 25 Bike Gap in the county's 2040 Bicycle Transportation Plan.

The proposed project will upgrade the existing sidewalk to a multi-use trail along the south side of Excelsior Boulevard (CSAH 3) for people walking, biking, and rolling. In addition, ADA accommodations will be upgraded to the current design as part of the project. These improvements will provide a safe and comfortable facility along Excelsior Boulevard (CSAH 3), connecting to local and regional multiuse facilities, and fulfill a Top 25 Bike Gap.

This project will complement the Green Line Extension LRT Project as it's located within close proximity to the proposed Downtown Hopkins LRT Station. Improvements for people biking and walking will improve first/last mile connections for non-motorized users. The completion of this project is dependent on the Green Line Extension LRT service, which will begin operation in 2023.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	100,000	100,000								100,000
Total	100,000	100,000								100,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	100,000		100,000							100,000
Total	100,000		100,000							100,000

Project Name: 2184100 CSAH 3 - Excelsior Blvd multi-use trail fr 8th to 11th Ave	Funding Start: 2018
Major Program: Public Works	Funding Completion: 2018
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	100,000							100,000
Administrator Proposed	100,000							100,000
CBTF Recommended	100,000							100,000
Board Approved Final	100,000							100,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

BAR 18-0338 (adopted on 08/21/2018) authorized:

- Negotiate Agmt PW 30-01-18 with the City of Hopkins for construction of 0.2-mile multi-use trail along Excelsior Blvd between 8th Avenue S and 11th Ave S at an estimated county cost of \$100,000.
- Transfer \$100,000 from Bicycle Plan Implementation (CP 2999957) to CP 2184100.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities by connecting people walking and biking to a Green Line Extension LRT station and several regional trails. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of the new multi-use trail facility are anticipated to be assigned to another agency as part of a cooperative agreement.

Changes from Prior CIP:

- New project introduced in the 2022-2026 Transportation CIP as originally approved by BAR 18-0338.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2025

Summary:

Reconstruct Minnetonka Boulevard (CSAH 5) from TH 100 to France Avenue in the City of St. Louis Park.

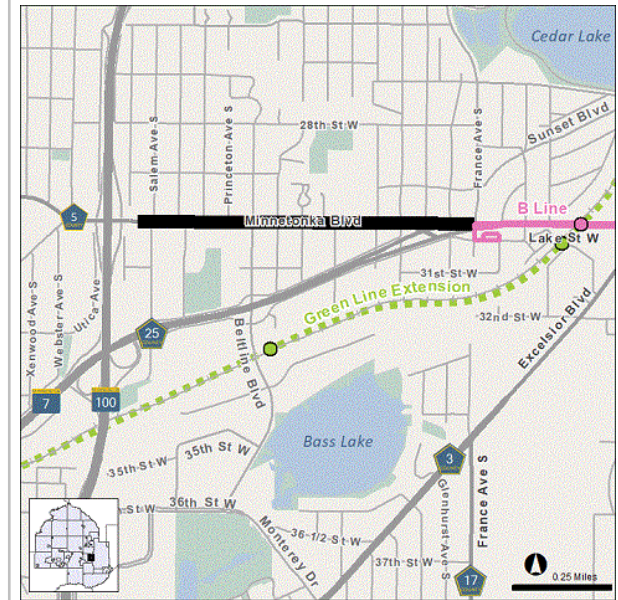
Purpose & Description:

The existing roadway (last reconstructed in 1952) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for people walking. The curb has experienced settling, diminishing its ability to collect water and define the roadway edge. The corridor also lacks catch basins, relying on the local storm sewer system to properly manage water in the area. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for persons with limited mobility. Additionally, county staff has received numerous complaints from residents regarding safety along the corridor due to the 4-lane undivided nature of the roadway.

The proposed project will include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. It is anticipated that a 3-lane typical section will be considered as part of the project development process in an effort to better facilitate vehicle turning movements and provide traffic calming. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered as part of the project development process in an effort to benefit people walking and biking. Furthermore, this project presents an opportunity to improve the transition for westbound users as they access Minnetonka Boulevard from West Lake Street.

This project will complement the Green Line Extension LRT Project as it is located within close proximity to the Beltline Boulevard and West Lake Street LRT Stations. Improvements for people walking and biking will improve first/last mile connections for non-motorized users. At this time, it is anticipated that the Green Line extension LRT service will begin operation in 2023.

Federal funding was awarded in 2020 through the Regional Solicitation for this project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax						200,000				200,000
Bonds - GO Roads						2,592,000				2,592,000
Federal - Other - Roads						7,000,000				7,000,000
Mn/DOT State Aid - Regular	500,000		500,000	420,000	1,100,000		396,000			2,416,000
Minneapolis						75,000				75,000
St Louis Park				300,000	775,000	698,000	99,000			1,872,000
Total	500,000		500,000	720,000	1,875,000	10,565,000	495,000			14,155,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				600,000	1,400,000					2,000,000
Construction						9,065,000				9,065,000
Consulting	500,000	500,000		120,000	100,000					720,000
Contingency					375,000	1,500,000	495,000			2,370,000
Total	500,000	500,000		720,000	1,875,000	10,565,000	495,000			14,155,000

Project Name: 2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	500,000	720,000	1,875,000	10,565,000	495,000			14,155,000
Administrator Proposed	500,000	720,000	1,875,000	10,565,000	495,000			14,155,000
CBTF Recommended	500,000	720,000	1,875,000	10,565,000	495,000			14,155,000
Board Approved Final	500,000	720,000	1,875,000	10,565,000	495,000			14,155,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - 2019
Design	Q1 2021 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q3 2025
Completion	2026

Board Resolutions / Supplemental Information:

Project Budget Notes:
This project must be authorized by June 30, 2024 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities by connecting people walking and biking to a Green Line Extension LRT station and several regional trails. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- Project Budget decreased by \$0.8 million from \$15.0 million to \$14.2 million based on revised Engineer's Estimate.
- Secured \$7.0 million in federal funds through the 2020 Regional Solicitation to reduce local costs.
- Revenue sources adjusted to preserve State Aid Regular.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	300,000	200,000	720,000	1,900,000	10,400,000	1,500,000		15,020,000
Administrator Proposed	300,000	200,000	720,000	1,900,000	10,400,000	1,500,000		15,020,000
CBTF Recommended	300,000	200,000	720,000	1,900,000	10,400,000	1,500,000		15,020,000
Board Approved Final	300,000	200,000	720,000	1,900,000	10,400,000	1,500,000		15,020,000

Project Name: 2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2026

Summary:

Reconstruct Franklin Avenue (CSAH 5) from Blaisdell Avenue to Chicago Avenue in the City of Minneapolis.

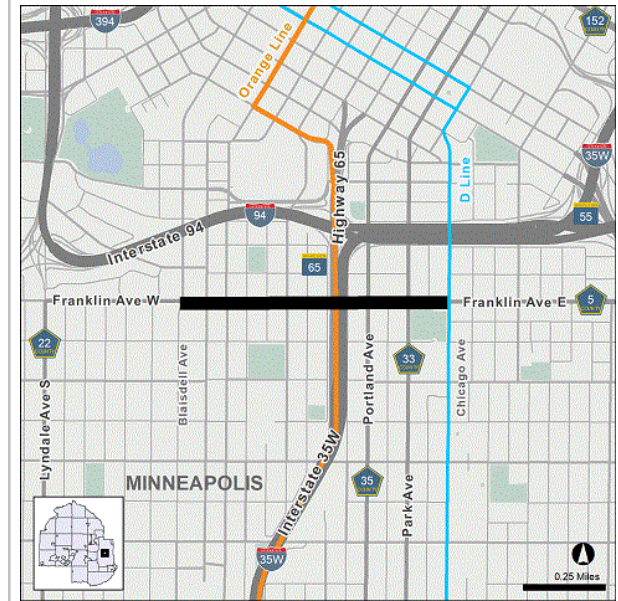
Purpose & Description:

The existing roadway (last reconstructed in the 1960s) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking are currently provided along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides of the roadway, they do not offer a positive user experience for people walking. Not only are sidewalks located immediately adjacent to the roadway, but they also include a number of obstructions (such as utility poles, fire hydrants, and signal poles) within the walking path. Additionally, many pedestrian ramps do not meet current ADA design standards. These conditions pose as challenges for people walking, especially for those with limited mobility.

In 2020, Transportation Project Delivery completed the Franklin Ave Corridor Study (hennepin.us/franklincorridor) that evaluated both short-term and long-term options for the corridor. It is anticipated that this project will provide an opportunity to implement recommendations from the study; relying on community input, data analysis, and environmental review to determine the specific location and type of improvement as part of the design process.

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. Further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience for people walking by managing the speeds of people driving.

This project is Phase 1 (of 2) of capital improvements along the Franklin Avenue (CSAH 5) corridor in Minneapolis and is directly related to Capital Project 2210900. Federal funding was awarded in 2020 through the Regional Solicitation for this project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax							200,000			200,000
Bonds - GO Roads							2,960,000			2,960,000
Federal - Other - Roads							7,000,000			7,000,000
Mn/DOT State Aid - Regular	400,000		400,000	810,000	840,000	1,400,000	3,384,000	736,000		7,570,000
Minneapolis				350,000	600,000	1,040,000	1,636,000	184,000		3,810,000
Total	400,000		400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000		21,540,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				200,000	1,000,000	1,800,000				3,000,000
Construction							11,500,000	790,000		12,290,000
Consulting	400,000		400,000	960,000	240,000	240,000	1,230,000			3,070,000
Contingency					200,000	400,000	2,450,000	130,000		3,180,000
Total	400,000		400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000		21,540,000

Project Name: 2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000		21,540,000
Administrator Proposed	400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000		21,540,000
CBTF Recommended	400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000		21,540,000
Board Approved Final	400,000	1,160,000	1,440,000	2,440,000	15,180,000	920,000		21,540,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - Q2 2021
Design	Q3 2021 - Q4 2024
Bid Advertisement	Q2 2025
Construction	Q3 2025 - Q4 2026
Completion	2027

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2025 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

- Changes from Prior CIP:**
- Project Budget decreased by \$6.5 million from \$28.0 million to \$21.5 million based on revised Engineer's Estimate
 - Secured \$7.0 million in federal funds through the 2020 Regional Solicitation to reduce local costs
 - Construction activities accelerated from Program Year 2026 to Program Year 2025
 - Consulting and right of way acquisition schedule adjusted to accommodate the revised construction schedule

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		400,000		400,000	2,300,000	3,300,000	21,600,000	28,000,000
Administrator Proposed		400,000		400,000	2,300,000	3,300,000	21,600,000	28,000,000
CBTF Recommended		400,000		400,000	2,300,000	3,300,000	21,600,000	28,000,000
Board Approved Final		400,000		400,000	2,300,000	3,300,000	21,600,000	28,000,000

Project Name: 2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Summary:

Reconstruct Franklin Avenue (CSAH 5) from Lyndale Avenue (CSAH 22) to Blaisdell Avenue in the City of Minneapolis.

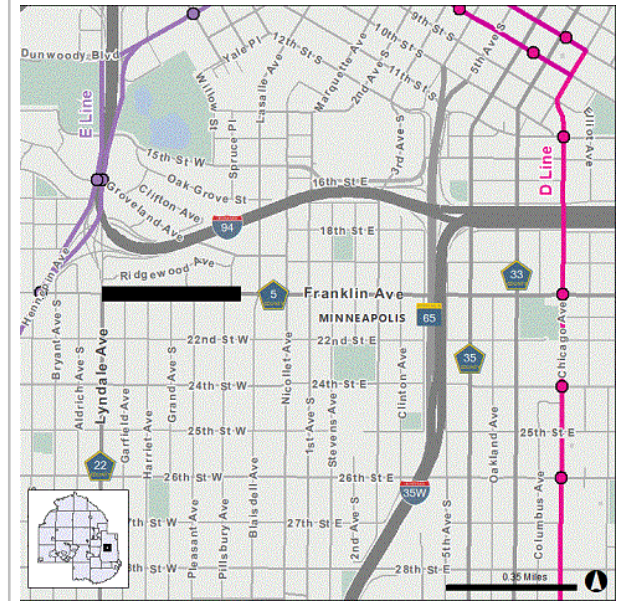
Purpose & Description:

The existing roadway (last reconstructed in 1962) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The existing curb is showing signs of settlement; diminishing its ability to manage storm water. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a relatively high number of crashes, specifically left-turn and rear-end related. No dedicated accommodations for people biking are currently provided along this segment of Franklin Avenue (CSAH 5). Although sidewalks are provided along both sides of the roadway, some areas lack adequate boulevard space, presenting challenges for routine maintenance activities. In addition, on-street parking is permitted during off-peak periods; limiting mobility for people driving.

In 2020, Transportation Project Delivery completed the Franklin Ave Corridor Study (hennepin.us/franklincorridor) that evaluated both short-term and long-term options for the corridor. It is anticipated that this project will provide an opportunity to implement recommendations from the study; relying on community input, data analysis, and environmental review to determine the specific location and type of improvement as part of the design process.

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. Further investigation will take place as part of the design process to determine the feasibility of dedicated accommodations for people biking as part of this project. Additionally, it is anticipated that proven traffic calming strategies (such as raised medians, curb extensions, and streetscaping) will be introduced to improve the crossing experience for people walking by managing the speeds of people driving.

This project is Phase 2 (of 2) of capital improvements along the Franklin Avenue (CSAH 5) corridor in Minneapolis and is directly related to Capital Project 2172600. Additionally, in 2022, the City of Minneapolis plans to reconstruct a segment of Franklin Avenue directly to the west between Hennepin Avenue and Lyndale Avenue (CSAH 22).



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax							50,000			50,000
Federal - Other - Roads							3,350,000			3,350,000
Mn/DOT State Aid - Regular				145,000	325,000	650,000	985,000			2,105,000
Minneapolis				35,000	155,000	460,000	255,000			905,000
Total				180,000	480,000	1,110,000	4,640,000			6,410,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					200,000	800,000				1,000,000
Construction							3,580,000			3,580,000
Consulting				180,000	180,000	180,000	360,000			900,000
Contingency					100,000	130,000	700,000			930,000
Total				180,000	480,000	1,110,000	4,640,000			6,410,000

Project Name: 2210900 CSAH 5 - Reconst Franklin Ave fr Lyndale to Blaisdell Ave	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		180,000	480,000	1,110,000	4,640,000			6,410,000
Administrator Proposed		180,000	480,000	1,110,000	4,640,000			6,410,000
CBTF Recommended		180,000	480,000	1,110,000	4,640,000			6,410,000
Board Approved Final		180,000	480,000	1,110,000	4,640,000			6,410,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - Q2 2021
Design	Q3 2021 - Q4 2024
Bid Advertisement	Q2 2025
Construction	Q3 2025 - Q4 2026
Completion	2027

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to reconstruct Franklin Avenue (CSAH 5) from Lyndale Avenue (CSAH 22) to Blaisdell Avenue in the City of Minneapolis

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2023

Summary:

Participate in MnDOT's project to reconstruct Rockford Road (CSAH 9) at TH 169 in the Cities of Plymouth and New Hope.

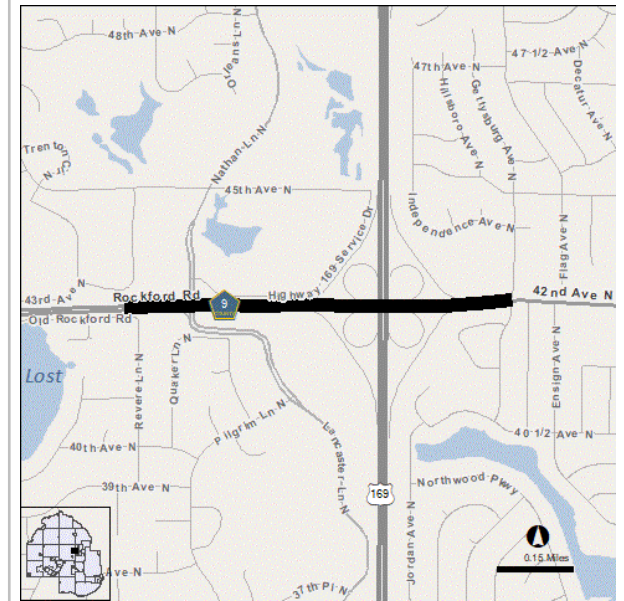
Purpose & Description:

The existing interchange consists of a cloverleaf design that does not include any accommodations for people walking or biking. As a result, non-motorized users are required to travel either in the median or along the side of the roadway, often creating a feeling of discomfort. Additionally, the ramp entrances and exits are designed to provide people driving with a high level of service, allowing vehicles to complete turning movements at relatively high speeds. The existing bridge (#27551) is owned and maintained by MnDOT, who has indicated that improvements are necessary based on its age (built in 1972) and current condition.

The proposed project will replace the existing interchange with one that includes a folded tight-diamond design to provide more traditional intersections at the freeway ramp entrances and exits. These two intersections will be controlled by traffic signals and will reduce the number of conflict points for people walking and biking through the area. This proposed concept includes a multi-use trail on both sides of the roadway; these facilities are critical for providing safe multimodal accommodations across TH 169.

Staff anticipates that capital activities will be extended west towards the intersection of Nathan Lane and to the east towards the intersection of Gettysburg Avenue to address aging assets. This section (between Nathan Lane and Gettysburg Avenue) was last reconstructed in 1966 and would benefit significantly from new pavement, curb, drainage, and traffic signals. Additionally, this project presents an opportunity to expand the existing bikeway network.

It should be noted that at the completion of this project, a gap will remain in the bikeway network on the east side of TH 169 (between Gettysburg Avenue and Boone Avenue). A follow-up project(s) will be required to close this gap and provide a continuous multi-use trail for people biking.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads					800,000					800,000
Mn/DOT State Aid - Regular	620,000		620,000	(40,000)	1,300,000					1,880,000
New Hope	200,000		200,000							200,000
Total	820,000		820,000	(40,000)	2,100,000					2,880,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	400,000		400,000							400,000
Construction					1,900,000					1,900,000
Consulting	420,000		420,000	(40,000)						380,000
Contingency					200,000					200,000
Total	820,000		820,000	(40,000)	2,100,000					2,880,000

Project Name: 2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	820,000	(40,000)	2,100,000					2,880,000
Administrator Proposed	820,000	(40,000)	2,100,000					2,880,000
CBTF Recommended	820,000	(40,000)	2,100,000					2,880,000
Board Approved Final	820,000	(40,000)	2,100,000					2,880,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2019
Design	2020 - 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q3 2024
Completion	Q1 2025

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2024 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is surrounded by areas that include a relatively high percentage of no-vehicle households and people with limited mobility.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The installation of two new traffic signal systems at the TH 169 freeway ramps are estimated to cost \$16,400 annually to maintain. Additionally, maintenance responsibilities of the new multi-use facility are anticipated to be assigned to other agencies as part of cooperative agreements.

- Changes from Prior CIP:**
- Project Budget decreased by \$2.5 million from \$5.6 million to \$3.1 million to reflect the county's revised financial role.
 - Revenue sources adjusted to preserve State Aid Regular.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		820,000		4,780,000				5,600,000
Administrator Proposed		820,000		4,780,000				5,600,000
CBTF Recommended		820,000		4,780,000				5,600,000
Board Approved Final		820,000		4,780,000				5,600,000

Project Name: 2172800 CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: 2026

Summary:

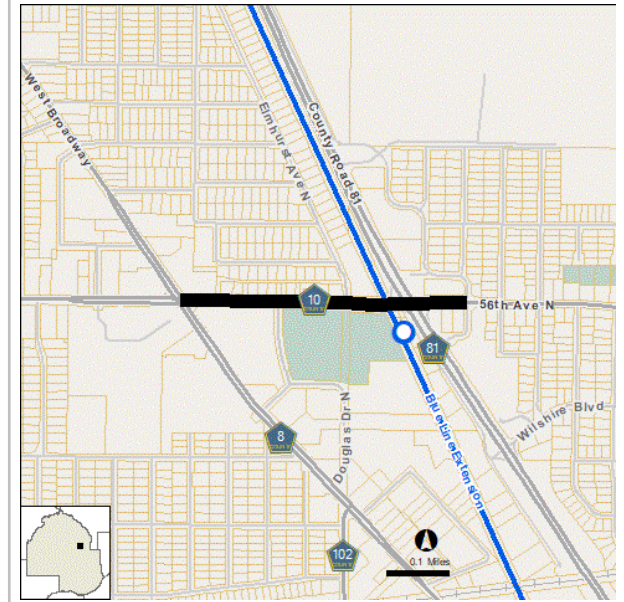
Construct multimodal improvements along Bass Lake Road (CSAH 10) from West Broadway Avenue (CSAH 8) to Xenia Avenue in the City of Crystal.

Purpose & Description:

The existing bicycle accommodations along Bass Lake Road (CSAH 10) are not consistent in terms of location and width. The west section (between West Broadway Avenue and Sherburne Avenue) provides a sidewalk that includes street trees which limit the amount of walkable space. The middle section (between Sherburne Avenue and Bottineau Boulevard) provides a multi-use trail, however, the facility is setback from Bass Lake Road (CSAH 10) and deviates through the Becker Park area. The east section (between Bottineau Boulevard and Xenia Avenue) provides a concrete multi-use trail on both sides that transitions to an on-road design near Xenia Avenue. These inconsistencies result in user confusion and discomfort.

The proposed project would construct a more continuous multi-use trail along the south side of Bass Lake Road (CSAH 10) that would provide users with a more direct east/west route. Additionally, this project will upgrade the existing ADA accommodations to better serve persons with limited mobility.

This project will complement a number of recent and planned activities in the area. In 2018, the City of Crystal completed a streetscaping project along the north side of Bass Lake Road (CSAH 10) between West Broadway Avenue (CSAH 8) and Bottineau Boulevard (CSAH 81) that included upgrades to pedestrian facilities (with ADA), plantings, and lighting. In 2020, the City of Crystal also completed improvements to Becker Parks that included upgrades to the play area and park trails. Additionally, the potential Blue Line Extension LRT project includes a planned station at the Bottineau Boulevard (CSAH 81) and Bass Lake Road (CSAH 10) intersection.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular						80,000	120,000	820,000		1,020,000
Crystal						30,000	70,000	180,000		280,000
Total						110,000	190,000	1,000,000		1,300,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way						60,000	140,000			200,000
Construction								700,000		700,000
Consulting						50,000	50,000	100,000		200,000
Contingency								200,000		200,000
Total						110,000	190,000	1,000,000		1,300,000

Project Name: 2172800 CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	Funding Start: 2024
Major Program: Public Works	Funding Completion: 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested				110,000	190,000	1,000,000		1,300,000
Administrator Proposed				110,000	190,000	1,000,000		1,300,000
CBTF Recommended				110,000	190,000	1,000,000		1,300,000
Board Approved Final				110,000	190,000	1,000,000		1,300,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities by connecting people walking and biking to a future Blue Line Extension LRT station and the Crystal Lake Regional Trail. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested					110,000	190,000	1,000,000	1,300,000
Administrator Proposed					110,000	190,000	1,000,000	1,300,000
CBTF Recommended					110,000	190,000	1,000,000	1,300,000
Board Approved Final					110,000	190,000	1,000,000	1,300,000

Project Name: 2181400 CSAH 10 - Replace Bridge #90462 over Rush Creek in Corcoran
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2021

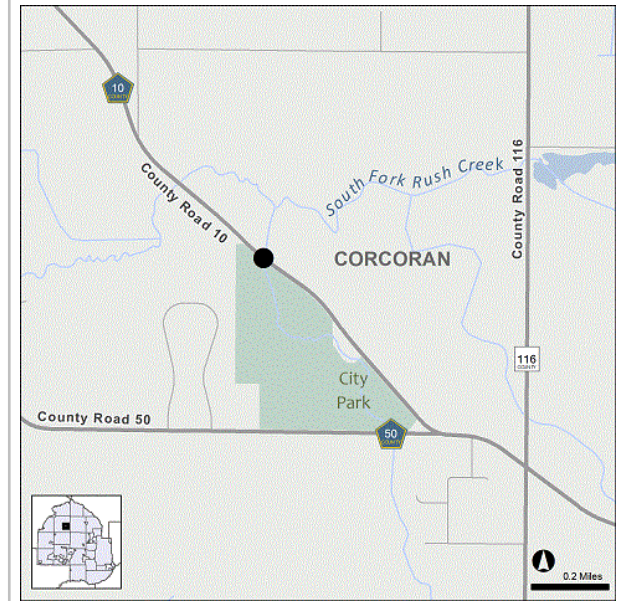
Summary:

Replace Bridge #90462 along CSAH 10 over Rush Creek in the City of Corcoran.

Purpose & Description:

The existing bridge (built in 1921) is classified as structurally deficient based on the condition of its primary structural elements. The concrete structure is of an antiquated design and is nearing the end of its service life. Weight restrictions were introduced in 2019, based on the results of a routine inspection, which prohibit certain types of commercial vehicles. The overall structure is in relatively poor condition with many cracks and concrete spalls that have exposed the structural rebar. The wingwalls have detached from the main structure, requiring frequent inspections to monitor the rate of deterioration. With continued deterioration, the bridge will become more susceptible to damage from flooding; likely requiring more substantial repairs to the surrounding project area.

The proposed project will replace the existing bridge structure with a new structure that will be designed to achieve a 75-year service life to ensure access over the Rush Creek. It is anticipated that the new bridge will include a wider deck to provide adequate shoulder space for people walking and biking along the corridor.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular	850,000	369,103	480,897							850,000
Total	850,000	369,103	480,897							850,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	50,000	1,100	48,900							50,000
Construction	500,000	394,604	105,396							500,000
Consulting	50,000		50,000							50,000
Contingency	250,000		250,000							250,000
Total	850,000	395,704	454,296							850,000

Project Name: 2181400 CSAH 10 - Replace Bridge #90462 over Rush Creek in Corcoran	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	850,000							850,000
Administrator Proposed	850,000							850,000
CBTF Recommended	850,000							850,000
Board Approved Final	850,000							850,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019
Design	Q1 2020 - Q3 2021
Bid Advertisement	Q4 2021
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access across the Rush for all modes.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing bridge assets in-kind.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		850,000						850,000
Administrator Proposed		850,000						850,000
CBTF Recommended		850,000						850,000
Board Approved Final		850,000						850,000

Project Name: 2200800 CSAH 10 - Replace Bridge #91131 over Twin Lake
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Summary:

Replace Bridge #91131 along Bass Lake Road (CSAH 10) at Twin Lakes in the Cities of Brooklyn Center and Crystal.

Purpose & Description:

The existing bridge (built in 1967) is classified as structurally deficient based on its condition. The current design consists of a cast-in-place concrete box culvert that spans the Twin Lake Inlet. The culvert is in relatively poor condition as the box sections have cracked and spalled in many locations. In addition, some sections have exposed rebar that are showing signs of rusting; greatly reducing their structural capacity. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, and therefore, a full replacement is recommended.

The proposed project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in-kind. If these improvements are deferred indefinitely, the bridge structure will continue to deteriorate, and weight restrictions will likely be required.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular				48,000	54,000	80,000	1,280,000			1,462,000
Brooklyn Center				6,000	18,000	25,000	150,000			199,000
Crystal				6,000	18,000	25,000	150,000			199,000
Total				60,000	90,000	130,000	1,580,000			1,860,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					60,000	80,000				140,000
Construction							1,230,000			1,230,000
Consulting				60,000						60,000
Contingency					30,000	50,000	350,000			430,000
Total				60,000	90,000	130,000	1,580,000			1,860,000

Project Name: 2200800 CSAH 10 - Replace Bridge #91131 over Twin Lake	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		60,000	90,000	130,000	1,580,000			1,860,000
Administrator Proposed		60,000	90,000	130,000	1,580,000			1,860,000
CBTF Recommended		60,000	90,000	130,000	1,580,000			1,860,000
Board Approved Final		60,000	90,000	130,000	1,580,000			1,860,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2020 - Q2 2022
Design	Q3 2022 - Q4 2024
Bid Advertisement	Q1 2025
Construction	Q2 2025 - Q4 2025
Completion	Q2 2026

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access across Twin Lakes for all modes. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The current cost to maintain to this structure is approximately \$1,700 per year. These costs are expected to decrease upon completion of this project.

- Changes from Prior CIP:**
- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to replace Bridge #91131 along Bass Lake Road (CSAH 10) over the Twin Lakes Inlet in the Cities of Brooklyn Center and Crystal

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2174500 CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2023

Summary:

Improve drainage along Dayton River Road (CSAH 12) from Diamond Lake Road to approximately 3,200' North of Vicksburg Lane in the City of Dayton.

Purpose & Description:

There are six ravines located along Dayton River Road (CSAH 12) that are showing signs of deterioration; with two areas experiencing significant erosion. These deficiencies are accelerated due to concentrated flows, steep slopes, and soil types. Each ravine includes a culvert that transfers water from either side of Dayton River Road (CSAH 12). These culverts vary in size (ranging from 24" to 48") and material type (corrugated metal or reinforced concrete pipe).

In 2017, Hennepin County hired a consultant to perform a geotechnical investigation at one of the ravines (just east of Vicksburg Lane) to observe erosion and discharging. It was recommended to provide improvements at this ravine in the near future based on its current condition and rate of deterioration. A consultant was hired in 2020 to complete a feasibility study to expand on the completed geotechnical investigation. The recommendations from the study include culvert replacement at four locations and ravine stabilization and culvert replacement at two additional locations to provide sufficient width for a future regional trail adjacent to Dayton River Road (CSAH 12). Additionally, the study recommends eliminating the need for guardrail at several locations through the use of longer culverts and flatter embankment slopes.

The proposed project would repair these six ravines to provide stability and minimize erosion. Whenever necessary, modifications to existing culverts would be implemented to make permanent improvements. This will ensure proper storm water management and reduce the likelihood of flood impacts.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	250,000	135,834	114,166	235,000	1,715,000					2,200,000
Other - Roads					385,000					385,000
Total	250,000	135,834	114,166	235,000	2,100,000					2,585,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				150,000						150,000
Construction					1,500,000					1,500,000
Consulting	250,000	249,999	1	85,000						335,000
Contingency					600,000					600,000
Total	250,000	249,999	1	235,000	2,100,000					2,585,000

Project Name: 2174500 CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	250,000	235,000	2,100,000					2,585,000
Administrator Proposed	250,000	235,000	2,100,000					2,585,000
CBTF Recommended	250,000	235,000	2,100,000					2,585,000
Board Approved Final	250,000	235,000	2,100,000					2,585,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	Q1 2017 - Q2 2020
Design	Q3 2020 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q2 2023
Completion	Q4 2023

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by addressing a known drainage issue along Dayton River Road (CSAH 12) to minimize the likelihood of slope failure. This is especially important as the project is located in an area that includes a relatively high percentage of people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed drainage improvements are not expected to require additional maintenance when compared to the existing drainage assets.

- Changes from Prior CIP:**
- Project Budget decreased by \$1.5 million from \$4.1 million to \$2.6 million based on revised Engineer's Estimate
 - Construction activities scheduled for Program Year 2023 as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	250,000		1,900,000	1,900,000				4,050,000
Administrator Proposed	250,000		1,900,000	1,900,000				4,050,000
CBTF Recommended	250,000		1,900,000	1,900,000				4,050,000
Board Approved Final	250,000		1,900,000	1,900,000				4,050,000

Project Name: 2163400 CSAH 15 - Replace Bridge #27592 at Tanager Channel
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2017
Funding Completion: 2021

Summary:

Replace existing Bridge #27592 along Shoreline Drive (CSAH 15) over Browns Bay and Tanager Channel in the City of Orono.

Purpose & Description:

The existing bridge (built in 1979) is classified as structurally deficient based on its condition. Weight restrictions were introduced in 2017 on this bridge, based on the results of a routine inspection, that prohibit certain types of commercial vehicles. The current bridge design consists of pre-stressed quad-T beams that are in relatively poor condition. The pile bents have exposed piling which are deteriorating. Furthermore, pre-tensioning strands at the bottom of the beams are exposed and exhibiting section loss.

The proposed project will replace the existing bridge structure with a new structure that will be designed to achieve a 75-year service life to ensure access over Browns Bay and Tanager Channel. It is anticipated that the project will improve sight lines that are currently obstructed for people driving. Also, additional clearance for boat traffic will be provided underneath the bridge structure. Staff anticipates that the project will be delivered using staged construction (through accelerated bridge construction methods) which will allow for traffic to pass over the structure during construction activities. The detour route for this bridge is 11 miles, which would result in significant delays for people driving; especially for emergency and freight vehicles.

Federal funding was awarded for this project in 2018 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax		46,385	(46,385)							
Federal - Other - Roads	2,200,000	1,632,631	567,369							2,200,000
Mn/DOT State Aid - Regular	2,538,353	2,228,637	309,717							2,538,353
State Highway Grants	736,647		736,647							736,647
State - Other - Roads	500,000		500,000							500,000
Transfer from other Funds		33,978	(33,978)							
Total	5,975,000	3,941,631	2,033,369							5,975,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	200,000	304,950	(104,950)							200,000
Construction	5,036,647	4,946,904	89,742							5,036,647
Consulting	375,000	598,526	(223,526)							375,000
Other Costs		6,136	(6,136)							
Contingency	363,353		363,353							363,353
Total	5,975,000	5,856,516	118,484							5,975,000

Project Name: 2163400 CSAH 15 - Replace Bridge #27592 at Tanager Channel	Funding Start: 2017
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	5,975,000	436,647						6,411,647
Administrator Proposed	5,975,000	436,647						6,411,647
CBTF Recommended	5,975,000	436,647						6,411,647
Board Approved Final	5,975,000							5,975,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - 2018
Design	Q2 2018 - Q3 2020
Bid Advertisement	Q4 2020
Construction	Q1 2021 - Q4 2021
Completion	Q2 2022

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access across the Tanager Channel for all modes.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing bridge assets in-kind. The current cost to maintain this structure is approximately \$1,900 per year. These costs are expected to decrease upon completion of this project.

- Changes from Prior CIP:**
- Project Budget increased by \$0.4 million from \$6.0 million to \$6.4 million to leverage external funding
 - Secured an additional \$0.4 million in state funding through the Local Bridge Replacement Program to reduce local costs

Board Resolutions / Supplemental Information:

Project Budget Notes: Appropriated \$1,100,000 in State Aid Regular within this Project Budget (CP 2163400) that was previously programmed in the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300). These funds are intended to provide a portion of the funding necessary to replace the existing Tanager Bridge along Shoreline Drive (CSAH 15). Additionally, the 2020 spending goal for Bridge Asset Preservation in CP 2183300 was reduced by \$1,100,000 from \$2,500,000 to \$1,400,000 to reflect the appropriation.

In 2020, \$736,646.80 in Motor Vehicle Lease Sales Tax funds were awarded to this project through MnDOT's Local Bridge Replacement Program (LBRP). These funds are being tracked under State Highway Grants. The \$475,000 in revenue provided by the Metropolitan Council \$475,000 is being tracked under State Other Roads.

BAR 19-0420 (adopted 11/05/2019) authorized:

- Neg of a work authorization under Master Agmt A178036 with Stonebrooke Engineering Inc. to provide final design engineering services to replace Bridge #27592 in an amount NTE \$320,000 to be financed within the Project Budget for CP 2163400.

BAR 20-0448 (adopted 11/17/2020) authorized:

- Neg of Agmt PW 30-67-20 with the Met Council (Met Council Agmt No 191047) for cost participation to relocate a portion of the interceptor and its associated structures at an estimated county cost of \$950,000 and an estimated receivable of \$475,000.
- Approval of Agmt PW 45-40-20 with MnDOT to serve as the county's fiscal agent in accepting \$2,200,000 in federal funds on the county's behalf.
- Approval of Agmt PW 46-40-20 with MnDOT to accept \$300,000 in LBRP MVLST grant funds for CP 2163400.
- Amd to the Project Budget for CP 2163400; increase of \$775,000 from \$5,175,000 to \$5,950,000 to be financed with \$300,000 in LBRP MVLST grant funds and \$475,000 from the Met Council.

BAR 21-0387 (adopted 10/26/2021) authorized:

- Neg of Agmt PW 21-40-21 with MnDOT to accept Local Bridge Replacement Program (LBRP) grant funds in the amount of \$736,646.80; Amd the Project Budget for CP 2163400 from \$5,950,000 to \$5,975,000.
- Increase of \$436,646.80 in State Highway Grants, increasing the total from \$300,000 to \$736,646.80; Decrease State Aid revenue appropriations by \$436,646.80
- Increase Met Council participation by \$25,000 (fund source- State-Other-Roads)

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	5,950,000							5,950,000
Administrator Proposed	5,950,000							5,950,000
CBTF Recommended	5,950,000							5,950,000
Board Approved Final	5,950,000							5,950,000

Project Name: 2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2023

Summary:

Safety improvements along France Avenue (CSAH 17) from American Boulevard to 76th Street in the Cities of Bloomington and Edina.

Purpose & Description:

The existing corridor along France Avenue (CSAH 17) between American Boulevard and 76th Street experiences a relatively high number of crashes compared to similar corridors throughout the county. The predominant crash type along this corridor is rear-end related due to significant queues along France Avenue (CSAH 17) caused by vehicles desiring to access I-494.

The proposed project will improve safety and traffic operations by implementing four main project objectives, which include:

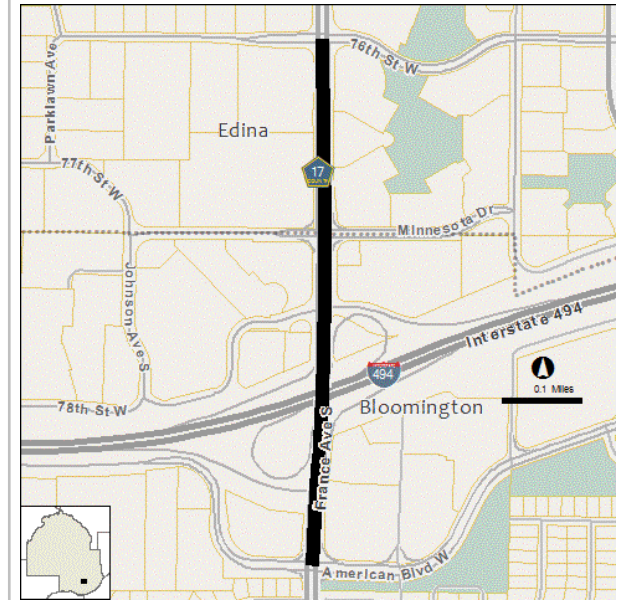
- Revising the France Avenue (CSAH 17) at the Minnesota Drive intersection by eliminating channelized right-turn islands (whenever feasible) to improve the crossing experience for people walking
- Incorporating wayfinding signage and pavement markings to improve vehicle movements entering and exiting I-494
- Constructing off-road facilities on both sides of France Avenue (CSAH 17) between Minnesota Drive and 76th Street
- Providing adequate ADA accommodations (including pedestrian ramps, Accessible Pedestrian Signals, and median enhancements) to ensure accessibility for persons with disabilities

The City of Bloomington completed a feasibility study in 2017 that reviewed existing safety and traffic operations along France Avenue (CSAH 17) between American Boulevard and 76th Street. This project is implementing short-term improvements recommended by the study.

Staff recommended the project for the Highway Safety Improvement Program (HSIP) given the high number of crashes. This data driven approach is based on the county's crash system that assigns a dollar value to each of the crashes experienced.

Additionally, this project will be coordinated with MnDOT's I-494 MnPASS project that will introduce priced managed lanes along I-494 between France Avenue (CSAH 17) and TH 77 that was awarded funds from the 2018 Corridors of Commerce Program. At this time, it is anticipated that this project will be administered by MnDOT to minimize impacts to users.

Federal funding was awarded for this project in 2018 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Federal - Other - Roads					1,800,000					1,800,000
Mn/DOT State Aid - Regular	200,000		200,000	100,000	400,000					700,000
Bloomington	50,000		50,000		100,000					150,000
Edina	50,000		50,000		100,000					150,000
Total	300,000		300,000	100,000	2,400,000					2,800,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	200,000		200,000							200,000
Construction					2,300,000					2,300,000
Contingency	100,000		100,000	100,000	100,000					300,000
Total	300,000		300,000	100,000	2,400,000					2,800,000

Project Name: 2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	300,000	100,000	2,400,000					2,800,000
Administrator Proposed	300,000	100,000	2,400,000					2,800,000
CBTF Recommended	300,000	100,000	2,400,000					2,800,000
Board Approved Final	300,000	100,000	2,400,000					2,800,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - Q1 2021
Design	Q2 2021 - Q1 2023
Bid Advertisement	Q2 2023
Construction	Q3 2023 - Q4 2024
Completion	2025

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2023 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility. .

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		300,000	100,000	2,400,000				2,800,000
Administrator Proposed		300,000	100,000	2,400,000				2,800,000
CBTF Recommended		300,000	100,000	2,400,000				2,800,000
Board Approved Final		300,000	100,000	2,400,000				2,800,000

Project Name: 2200900 CSAH 17 - Replace Bridge #90475 over Nine Mile Creek
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Summary:

Replace Bridge #90475 along France Avenue (CSAH 17) at Nine Mile Creek in the City of Bloomington.

Purpose & Description:

The existing bridge (built in 1937) is nearing the end of its useful life due to its condition. The current design consists of a cast-in-place concrete box culvert that spans Nine Mile Creek. The culvert is exhibiting cracking which is diminishing its structural integrity. Weight restrictions were introduced in 2019, based on the results of a routine inspection, which prohibit certain types of commercial vehicles. Routine maintenance activities are no longer cost effective in extending the useful life of this culvert, therefore, a full replacement is recommended. Additionally, this structure is in a hydraulically sensitive area as the roadway is somewhat prone to flooding during intense rain events.

The proposed project will replace the deteriorating structure with a modern pre-cast box culvert that will be designed to provide a 75-year service life. Staff will evaluate various design strategies, including the size and number of structures, in an effort to minimize flood risks for the area. Given the relatively flat surrounding topography, it is anticipated that substantial roadway approach work will be necessary to promote proper storm water management. Without improvements, the bridge structure will continue to deteriorate, and stricter weight restrictions will likely be required.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular				50,000	250,000	285,000	2,335,000			2,920,000
Total				50,000	250,000	285,000	2,335,000			2,920,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					50,000	80,000				130,000
Construction							1,700,000			1,700,000
Consulting				50,000	100,000	105,000				255,000
Contingency					100,000	100,000	635,000			835,000
Total				50,000	250,000	285,000	2,335,000			2,920,000

Project Name: 2200900 CSAH 17 - Replace Bridge #90475 over Nine Mile Creek	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		50,000	250,000	285,000	2,335,000			2,920,000
Administrator Proposed		50,000	250,000	285,000	2,335,000			2,920,000
CBTF Recommended		50,000	250,000	285,000	2,335,000			2,920,000
Board Approved Final		50,000	250,000	285,000	2,335,000			2,920,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2020 - Q2 2022
Design	Q3 2022 - Q4 2024
Bid Advertisement	Q1 2025
Construction	Q2 2025 - Q4 2025
Completion	Q2 2026

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by addressing a known drainage issue to improve accessibility for multi-modal transportation facilities. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The current cost to maintain this structure is approximately \$400 per year. These costs are expected to decrease upon completion of this project.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to replace Bridge #90475 along France Avenue (CSAH 17) over Nine Mile Creek in the City of Bloomington.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRRA Bridge to Franklin Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: Beyond 2026

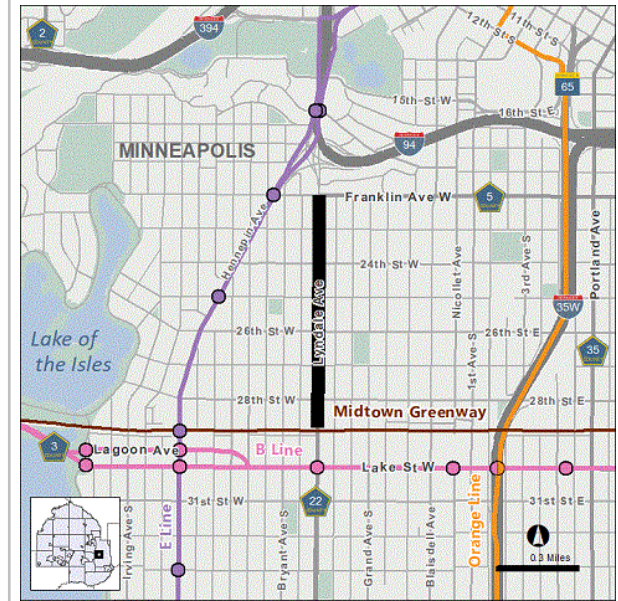
Summary:

Reconstruct Lyndale Avenue (County Road 22) from Bridge #27243 over HCRRRA to Franklin Avenue (CSAH 5) in the City of Minneapolis.

Purpose & Description:

The existing roadway (last reconstructed in 1934) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The current roadway environment consists of a 4-lane undivided configuration with no turn lanes provided for people driving. This design has resulted in a high number of crashes, specifically rear-end related. On-street parking is currently permitted on both sides of the roadway throughout all times of day. Sidewalks exist on both sides of the roadway, separated by a boulevard, that provide relatively good accommodations for people walking along Lyndale Avenue (CSAH 22). However, crossing Lyndale Avenue (CSAH 22) can be challenging for people walking, specifically at non-signalized intersections. These uncomfortable crossing experiences are caused by the current roadway design that does not promote traffic calming among people driving. Also, many of the intersections include pedestrian ramps that do not meet current ADA design standards, with traffic signals lacking Accessible Pedestrian Signals (APS), posing challenges for people with limited mobility. At this time, no dedicated facilities for people biking are provided along this section of Lyndale Avenue (CSAH 22). Additionally, the area in the vicinity of Lyndale Avenue (CSAH 22) at 22nd Street is susceptible to flooding during heavy rain events.

The proposed project will include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. The new roadway environment will be determined as part of the design process after extensive public engagement and environmental analysis. However, it is anticipated that specific crossing enhancements for people walking (such as curb extensions, raised medians, and crossing beacons) will be considered as this area generates significant pedestrian activity due to the number of commercial businesses surrounding the project area. In addition, the feasibility of dedicated turn lanes at intersections for people driving will be evaluated in an effort to target known crash patterns. This project is Phase 3 (of 3) of capital improvements along the Lyndale Avenue (CSAH 22) corridor in South Minneapolis (initial phases include Capital Projects 2933800 and 2984200 that were completed in the late 2000s/early 2010s).



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				600,000				200,000		800,000
Bonds - GO Roads								1,240,000	800,000	2,040,000
Federal - Other - Roads								7,000,000		7,000,000
Mn/DOT State Aid - Regular				215,000	480,000	845,000	950,000	2,705,000	3,815,000	9,010,000
Minneapolis				55,000	120,000	365,000	470,000	1,035,000	1,155,000	3,200,000
Total				870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way						410,000	620,000			1,030,000
Construction				300,000				9,000,000	4,770,000	14,070,000
Consulting				570,000	600,000	600,000	600,000	1,380,000		3,750,000
Contingency						200,000	200,000	1,800,000	1,000,000	3,200,000
Total				870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000

Project Name: 2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRRA Bridge to Franklin Ave	Funding Start: 2022
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000
Administrator Proposed		870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000
CBTF Recommended		870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000
Board Approved Final		870,000	600,000	1,210,000	1,420,000	12,180,000	5,770,000	22,050,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	Q3 2019 - Q4 2021
Design	Q1 2022 - Q4 2025
Bid Advertisement	Q1 2026
Construction	Q1 2026 - Q4 2027
Completion	Q2 2028

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities, including connections to the Midtown Greenway. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

- Changes from Prior CIP:**
- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to reconstruct Lyndale Avenue (CSAH 22) from Bridge #27243 over the HCRRRA to Franklin Avenue (CSAH 5) in the City of Minneapolis

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2181500 CR 26 - Replace Bridge #90627 over Painter Creek
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2024

Summary:

Replace Bridge #90627 along CR 26 over Painter Creek in the City of Minnetrista.

Purpose & Description:

The existing bridge (built in 1941) is classified as structurally deficient based on the condition of its primary structural elements. Weight restrictions were introduced in 2020 on this bridge, based on the results of a routine inspection, that prohibit certain types of commercial vehicles. The design of the structure consists of a buried cast-in-place concrete box culvert. The box culvert includes many areas with cracks and spalls in the concrete; exposing the structural rebar and compromising the remaining concrete. The wingwalls have detached from the main structure, and therefore, require routine monitoring. With continued deterioration, the bridge will become more susceptible to flooding and, as a result, will likely require extensive repairs and/or further weight restrictions.

The proposed project will replace the existing bridge with a new structure that will be designed to achieve a 75-year service life. The new bridge will better accommodate multi-modal users by introducing a wider bridge deck for additional shoulder space.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	35,000	35,000			85,000					120,000
Bonds - GO Roads				100,000		1,650,000				1,750,000
Total	35,000	35,000		100,000	85,000	1,650,000				1,870,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				40,000	60,000					100,000
Construction						1,300,000				1,300,000
Consulting	35,000		35,000	35,000						70,000
Contingency				25,000	25,000	350,000				400,000
Total	35,000		35,000	100,000	85,000	1,650,000				1,870,000

Project Name: 2181500 CR 26 - Replace Bridge #90627 over Painter Creek	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	35,000	100,000	85,000	1,650,000				1,870,000
Administrator Proposed	35,000	100,000	85,000	1,650,000				1,870,000
CBTF Recommended	35,000	100,000	85,000	1,650,000				1,870,000
Board Approved Final	35,000	100,000	85,000	1,650,000				1,870,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - Q4 2021
Design	Q1 2022 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q3 2024
Completion	Q2 2025

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project is not eligible for State Aid funding as County Road 26 is not designated as a County State Aid Highway (CSAH). Therefore, Property Tax and County Bond revenues are being requested to finance engineering, right of way, and construction activities.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access across Painter Creek for all modes.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing bridge assets in-kind. The current cost to maintain this structure is approximately \$300 per year. These costs are expected to decrease upon completion of this project.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		35,000	100,000	85,000	1,650,000			1,870,000
Administrator Proposed		35,000	100,000	85,000	1,650,000			1,870,000
CBTF Recommended		35,000	100,000	85,000	1,650,000			1,870,000
Board Approved Final		35,000	100,000	85,000	1,650,000			1,870,000

Project Name: 2141100 CSAH 30 - Reconst 93rd Ave N fr Xylon Ave to East of Winnetka
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2015
Funding Completion: 2018

Summary:

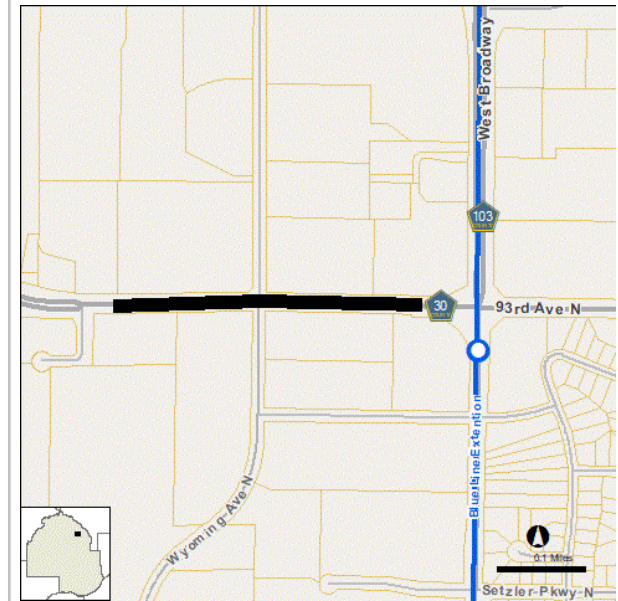
Expand 93rd Avenue (CSAH 30) from Xylon Avenue to West Broadway Avenue (CSAH 103) in the City of Brooklyn Park.

Purpose & Description:

The existing roadway (last reconstructed in 1951) includes a rural design that does not adequately serve corridor users as it currently lacks curb, storm water structures, and off-road facilities.

The proposed project will expand and reconstruct 93rd Avenue (CSAH 30) to provide a consistent four-lane roadway that will include curb and storm water structures to provide adequate drainage. The primary goals of the project include: addressing poor pavement conditions, enhancing safety, improving traffic operations, and addressing the lack of multimodal facilities along the corridor. A raised concrete median will separate vehicles in opposing directions and provide appropriate access management. A multi-use trail will be constructed on both sides to fill an existing gap in the system. Additionally, the existing temporary traffic signal system located at Wyoming Avenue will be upgraded to a permanent traffic signal system that includes the latest technologies.

This project will complement the recent construction of the 93rd Avenue (CSAH 30) / TH 169 interchange by extending a similar roadway design to the east. Furthermore, this project is directly related to the potential Blue Line Extension Project that includes a potential station at the intersection of 93rd Avenue (CSAH 30) and West Broadway Avenue (CSAH 103). The introduction of multi-use trails will provide key first/last mile connections for people biking and walking to the potential LRT transit station.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular	3,545,000	295,238	3,249,762							3,545,000
Brooklyn Park	1,800,000		1,800,000							1,800,000
Total	5,345,000	295,238	5,049,762							5,345,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	1,400,000		1,400,000							1,400,000
Construction	2,845,000		2,845,000							2,845,000
Consulting	700,000	296,136	403,864							700,000
Contingency	400,000		400,000							400,000
Total	5,345,000	296,136	5,048,864							5,345,000

Project Name: 2141100 CSAH 30 - Reconst 93rd Ave N fr Xylon Ave to East of Winnetka	Funding Start: 2015
Major Program: Public Works	Funding Completion: 2018
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	5,345,000							5,345,000
Administrator Proposed	5,345,000							5,345,000
CBTF Recommended	5,345,000							5,345,000
Board Approved Final	5,345,000							5,345,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	1993 - 2014
Design	2015 - TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

BAR 15-0284 (adopted 08/11/2015) authorized:

- Neg of Agmt PW 14-66-15 with Kimley-Horn for consulting services related to the preliminary design and final design of CP 2051400, CP 2923900, and CP 2141100 at a cost NTE \$2,200,000.
- Increase in the Project Budget for CP 2923900 by \$1,750,000 from \$25,750,000 to \$27,500,000 for consulting services to be financed with available funding in the county's State Aid Regular Construction Account.
- Increase in the Project Budget for CP 2051400 by \$1,000,000 from \$15,820,000 to \$16,820,000 for consulting services to be financed with available funding in the county's State Aid Regular Construction Account.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities as well as connections to the future Blue Line Extension LRT. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The addition of approximately 0.64 lane miles to the county roadway system is estimated to cost \$8,800 annually. Additionally, maintenance responsibilities of the new multi-use trail facilities are anticipated to be assigned to other agencies as part of cooperative agreements.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	5,345,000							5,345,000
Administrator Proposed	5,345,000							5,345,000
CBTF Recommended	5,345,000							5,345,000
Board Approved Final	5,345,000							5,345,000

Project Name: 2191300 CSAH 34 - Normandale Blvd Safety Improvements at 98th St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2021

Summary:

Safety improvements at the intersection of Normandale Boulevard (CSAH 34) and 98th Street in the City of Bloomington.

Purpose & Description:

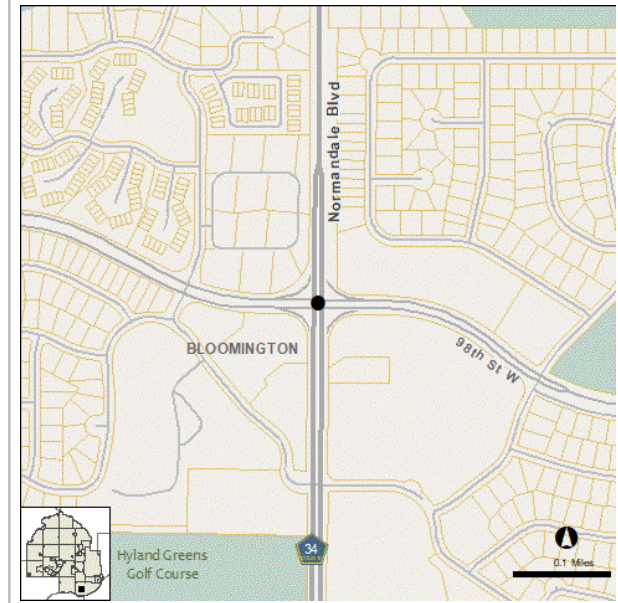
The existing intersection of Normandale Boulevard (CSAH 34) at 98th Street experiences a relatively high number of crashes compared to similar intersections throughout the county. The predominant crash type at this intersection is rear-end related, with the vast majority involving westbound right-turning vehicles.

The proposed project will improve safety and traffic operations by implementing four main project objectives, which include:

- Eliminating channelized right-turn islands (as feasible) to provide a more compact intersection design
- Modifying existing raised medians to provide refuge for people walking
- Upgrading bicycle and pedestrian accommodations to improve the crossing experience
- Installing traffic signal confirmation lights to assist local police staff with red light running enforcement

Staff recommended the project for the Highway Safety Improvement Program (HSIP) given the high number of crashes. This data driven approach is based on the county's crash system that assigns a dollar value to each of the crashes experienced in recent history.

Federal funding was awarded for this project in 2018 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	480,000		480,000							480,000
Federal - Other - Roads	1,170,000		1,170,000							1,170,000
Mn/DOT State Aid - Regular	525,000		525,000							525,000
Bloomington	50,000		50,000							50,000
Total	2,225,000		2,225,000							2,225,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	100,000		100,000							100,000
Construction	1,500,000		1,500,000							1,500,000
Consulting	350,000		350,000							350,000
Contingency	275,000		275,000							275,000
Total	2,225,000		2,225,000							2,225,000

Project Name: 2191300 CSAH 34 - Normandale Blvd Safety Improvements at 98th St	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	2,225,000							2,225,000
Administrator Proposed	2,225,000							2,225,000
CBTF Recommended	2,225,000							2,225,000
Board Approved Final	2,225,000							2,225,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 -2020
Design	Q1 2021 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes relatively high percentages of people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing roadside and traffic assets in-kind. Maintenance responsibilities of the new multi-use facility are anticipated to be assigned to another agency as part of a cooperative agreement.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2022 to avoid jeopardizing federal funds.

Appropriated \$480,000 in County Bonds within this Project Budget (CP 2191300) that were previously programmed in the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300). These funds are intended to provide a portion of the Project Budget for CP 2191300 to be used towards safety improvements along Normandale Boulevard (CSAH 34). Additionally, the 2021 spending goal for Safety in CP 2183300 will be reduced by \$480,000 to reflect this appropriation.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	375,000	1,850,000						2,225,000
Administrator Proposed	375,000	1,850,000						2,225,000
CBTF Recommended	375,000	1,850,000						2,225,000
Board Approved Final	375,000	1,850,000						2,225,000

Project Name: 2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2022

Summary:

Safety improvements along Portland Avenue (CSAH 35) and Nicollet Avenue (CSAH 52) in the Cities of Bloomington and Richfield.

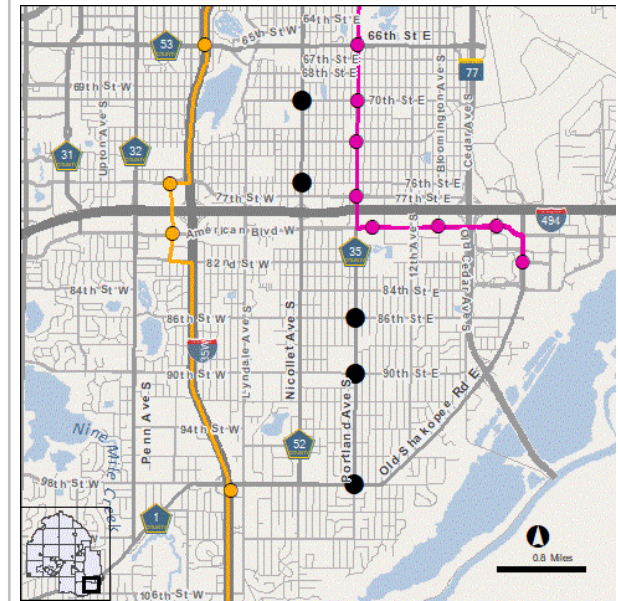
Purpose & Description:

These sections of Portland Avenue (CSAH 35) and Nicollet Avenue (CSAH 52) connect users from primarily residential areas to the I-494 freeway. In the last five years, new striping configurations were introduced along both Portland Avenue (CSAH 35) and Nicollet Avenue (CSAH 52) that converted the four-lane environment to a three-lane section that includes a shared left-turn lane. However, no traffic signal upgrades were included as part of the restriping projects. Many traffic signals along these sections lack exclusive left-turn phasing, and therefore, require left-turning vehicles to yield to oncoming traffic during all times of day. This condition has resulted in an over-representation of left-turn related crashes, when compared to similar signalized intersections throughout Hennepin County.

The proposed project will install flashing yellow arrows at the following five intersections along Portland Avenue (CSAH 35) and Nicollet Avenue (CSAH 52) to provide flexible signal operations to address trends in left-turn related crashes. The project will also include revisions to the intersections such as ADA upgrades (to ensure accessibility) and signal modifications. Changes to the nearby Portland Avenue (CSAH 35) at American Boulevard intersection will be addressed through MnDOT's I-494: Airport to Highway 169 project.

- Portland Avenue (CSAH 35) at Old Shakopee Road (CSAH 1) in the City of Bloomington
- Portland Avenue (CSAH 35) at 90th Street in the City of Bloomington
- Portland Avenue (CSAH 35) at 86th Street in the City of Bloomington
- Nicollet Avenue (CSAH 52) at 76th Street in the City of Richfield
- Nicollet Avenue (CSAH 52) at 70th Street in the City of Richfield

Staff recommended this project for the Highway Safety Improvement Program (HSIP) given the high number of crashes that resulted in injuries, especially those involving left-turning vehicles. Federal funding was awarded for this project in 2018 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				54,000						54,000
Bonds - GO Roads				250,000						250,000
Federal - Other - Roads				846,000						846,000
Mn/DOT State Aid - Regular	250,000		250,000	500,000						750,000
Bloomington	25,000		25,000							25,000
Richfield	25,000		25,000							25,000
Total	300,000		300,000	1,650,000						1,950,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	100,000	19,056	80,944							100,000
Construction				1,500,000						1,500,000
Consulting	150,000		150,000							150,000
Contingency	50,000		50,000	150,000						200,000
Total	300,000	19,056	280,944	1,650,000						1,950,000

Project Name: 2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	300,000	1,650,000						1,950,000
Administrator Proposed	300,000	1,650,000						1,950,000
CBTF Recommended	300,000	1,650,000						1,950,000
Board Approved Final	300,000	1,650,000						1,950,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - Q2 2020
Design	Q3 2020 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2022 to avoid jeopardizing federal funds.

Appropriated \$250,000 in County Bonds within this Project Budget (CP 2191600) that were previously programmed in the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300). These funds are intended to provide a portion of the Project Budget for CP 2191600 to be used towards Traffic Signal improvements along Portland Avenue (CSAH 35) and Nicollet Avenue (CSAH 52). Additionally, the 2022 spending goal for Traffic Signals in CP 2183300 will be reduced by \$250,000 to reflect this appropriation.

Project's Effect on County Priorities and the Operating Budget:

County Prioritie: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing roadside and traffic assets in-kind.

- Changes from Prior CIP:**
- Project Budget increased by \$0.4 million from \$1.6 million to \$2.0 million based on revised Engineer's Estimate
 - Consulting activities decreased by \$0.1 million from \$0.3 million to \$0.2 million to preserve State Aid Regular
 - Construction activities increased by \$0.5 million from \$1.0 million to \$1.5 million to be financed with State Aid Regular

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	50,000	250,000	1,250,000					1,550,000
Administrator Proposed	50,000	250,000	1,250,000					1,550,000
CBTF Recommended	50,000	250,000	1,250,000					1,550,000
Board Approved Final	50,000	250,000	1,250,000					1,550,000

Project Name: 2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2022

Summary:

Multimodal improvements along University Ave SE (CSAH 36) and 4th St SE (CSAH 37) from I-35W to Oak St SE in Minneapolis.

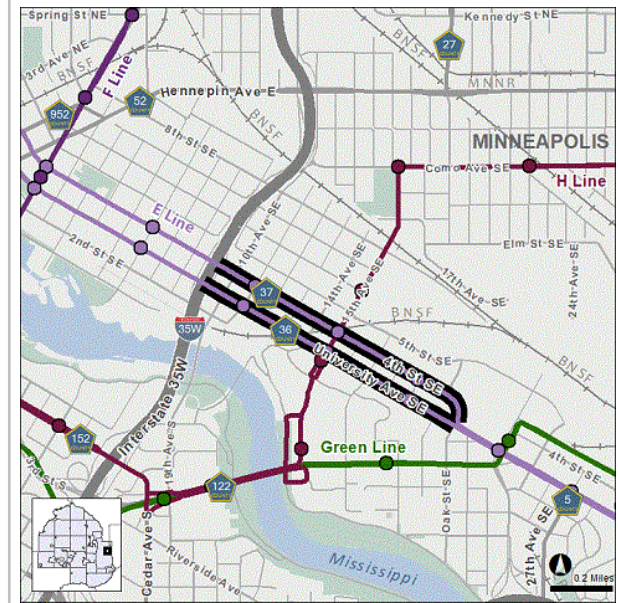
Purpose & Description:

University Avenue SE (CSAH 36) and 4th Street SE (CSAH 37) currently serve as one-way pairs in this area near the University of Minnesota East Bank Campus. Bicycle facilities were first introduced on these corridors in the late 1990s. Their design was unique in that they included an extended gutter pan (approximately 6' wide) that offered a high-visibility bicycle facility. In 2014, as part of a county repaving project, the bicycle facility along 4th Street SE (CSAH 37) was shifted from the south side to the north side to provide a more traditional configuration. Presently, further enhancements are desired based on the relatively high traffic volumes (25,000 vehicles per day), frequency of bicycle turning movements, and potential conflicts with transit services. Additionally, both University Avenue SE (CSAH 36) and 4th Street SE (CSAH 37) serve approximately 700 and 400 bicyclists per day, respectively.

Transportation Operations completed an overlay on University Avenue SE (CSAH 36) in 2019. County staff implemented minor striping changes as part of the overlay project to experiment with temporary improvements for people biking and monitor its effectiveness.

The proposed project will enhance the existing on-street bicycle facilities along University Avenue SE (CSAH 36) and 4th Street SE (CSAH 37). It is anticipated that some type of separation between people biking and driving will be considered; significantly improving the comfort level for bicyclists. Other project elements will include ADA and traffic signal modifications. Additionally, Transportation Operations has requested a pavement overlay along 4th Street SE (CSAH 37) be included in this project to both address poor pavement conditions and minimize construction impacts to this heavily traveled area near the University of Minnesota. Furthermore, this project will be coordinated with Metro Transit's implementation of its E Line Arterial Bus Rapid Transit (ABRT) service. The E-Line service will extend along University Avenue SE (CSAH 36) and 4th Street SE (CSAH 37) and is anticipated to include ABRT stations at 11th Avenue SE, 15th Avenue SE, and Ridder Arena that are located within the project limits. Enhancements to the bikeway facilities along University Avenue SE (CSAH 36) and 4th Street SE (CSAH 37) will improve first/last mile connections to these nearby ABRT stations.

Federal funding was awarded in 2018 through the Regional Solicitation for this project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				100,000						100,000
Federal - Other - Roads				5,500,000						5,500,000
Mn/DOT State Aid - Regular	2,450,000		2,450,000	4,750,000						7,200,000
Minneapolis	700,000		700,000	3,750,000						4,450,000
Total	3,150,000		3,150,000	14,100,000						17,250,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	1,000,000		1,000,000							1,000,000
Construction				11,000,000						11,000,000
Consulting	1,750,000	1,750,000		1,100,000						2,850,000
Contingency	400,000		400,000	2,000,000						2,400,000
Total	3,150,000	1,750,000	1,400,000	14,100,000						17,250,000

Project Name: 2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	3,150,000	14,100,000						17,250,000
Administrator Proposed	3,150,000	14,100,000						17,250,000
CBTF Recommended	3,150,000	14,100,000						17,250,000
Board Approved Final	3,150,000	14,100,000						17,250,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - 2019
Design	Q1 2020 - Q2 2022
Bid Advertisement	Q4 2022
Construction	Q2 2023 - Q3 2024
Completion	2025

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2022 to avoid jeopardizing federal funds.

BAR 20-0020 (adopted on 01/21/2020) authorized:

- Approval of Agmt PR00001478 with Alliant Engineering, Inc. at a NTE amount of \$1,750,000 for design engineering services as they relate to CP 2167301 to be financed with State Aid Regular revenue available within the current Project Budget

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation and providing by providing connections to future E-Line Arterial Bus Rapid Transit Stations. This is especially important as the project is located in an area that includes high percentages of no-vehicle households near the University of Minnesota campus.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,050,000	2,100,000	14,100,000					17,250,000
Administrator Proposed	1,050,000	2,100,000	14,100,000					17,250,000
CBTF Recommended	1,050,000	2,100,000	14,100,000					17,250,000
Board Approved Final	1,050,000	2,100,000	14,100,000					17,250,000

Project Name: 2202200 CSAH 40 - Glenwood Ave ped improvements fr Penn to Bryant
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2024

Summary:

Multimodal improvements along Glenwood Avenue (CSAH 40) from Penn Avenue (CSAH 2) to Bryant Avenue in the City of Minneapolis.

Purpose & Description:

Glenwood Avenue (CSAH 40) is an east/west corridor that connects Golden Valley and Minneapolis residents to the Downtown Area and nearby destinations including two schools, churches, a mosque, senior and affordable housing, and the Minneapolis Farmers Market. Sidewalk facilities exist on both sides of the roadways, however, the existing pedestrian ramps at many of the intersections do not meet current ADA design standards. In these instances, the ramps do not include truncated domes and have relatively steep slopes. These characteristics present challenges for people with limited mobility and may cause poor crossing behaviors among people walking and rolling.

The proposed project would replace existing pedestrian ramps and install Accessible Pedestrian Signals (APS) at intersections along the corridor. This project would connect to Hennepin County's current Glenwood Avenue (CSAH 40) reconstruction project between Aldrich Avenue and 7th Street South that's anticipated to occur in 2022.

This project will complement the Green Line Extension LRT Project as it is located within close proximity to the Royalston Avenue LRT Station. Improvements for people walking will improve first/last mile connections for multi-modal users, especially those with limited mobility.

Federal funding was awarded in 2020 through the Regional Solicitation for this project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				10,000	10,000	50,000				70,000
Federal - Other - Roads						1,000,000				1,000,000
Mn/DOT State Aid - Regular				190,000	120,000	465,000				775,000
Minneapolis						115,000				115,000
Total				200,000	130,000	1,630,000				1,960,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				40,000	60,000					100,000
Construction						1,160,000				1,160,000
Consulting				120,000	50,000	120,000				290,000
Contingency				40,000	20,000	350,000				410,000
Total				200,000	130,000	1,630,000				1,960,000

Project Name: 2202200 CSAH 40 - Glenwood Ave ped improvements fr Penn to Bryant	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		200,000	130,000	1,630,000				1,960,000
Administrator Proposed		200,000	130,000	1,630,000				1,960,000
CBTF Recommended		200,000	130,000	1,630,000				1,960,000
Board Approved Final		200,000	130,000	1,630,000				1,960,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	Q1 2020 - Q4 2021
Design	Q1 2022 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q3 2024
Completion	Q4 2024

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2024 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities by connecting people walking and biking to a Green Line Extension LRT station and current and future Arterial Bus Rapid Transit stations. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing roadside assets in-kind.

- Changes from Prior CIP:**
- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to make multimodal improvements along Glenwood Avenue (CSAH 40) from Penn Avenue (CSAH 2) to Bryant Avenue in the City of Minneapolis
 - Secured \$1.0 million in federal funds through the 2020 Regional Solicitation to reduce local costs

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2200700 CSAH 40 - Replace Bridge #94282 over Basset Creek
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2023
Funding Completion: 2026

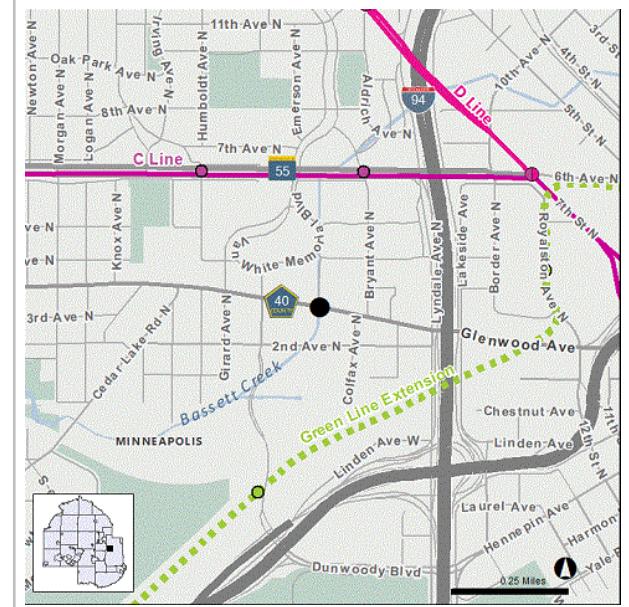
Summary:

Replace existing Bridge #94282 along Glenwood Avenue (CSAH 40) over Basset Creek in the City of Minneapolis.

Purpose & Description:

The existing bridge (built in 1889) consists of a masonry arch that is entirely buried underneath Glenwood Avenue (CSAH 40). The culvert is in relatively poor condition, and therefore, has been classified as structurally deficient. Its masonry walls are showing signs of extensive deterioration that is allowing water to penetrate through the walls and floor of the structure. This structure is nearing the end of its useful life; therefore, a capital project is being recommended as routine maintenance activities are no longer cost effective in extending its useful life. Additionally, this structure is located immediately above other storm and sanitary utilities; suggesting relatively complicated underground conditions.

At this time, the specific type of improvement has not yet been determined. However, county staff will investigate options to preserve the existing structure as part of the project development process. An alternative to full replacement may be preferred as it would minimize disruptions to the travelling public. It is anticipated that any pavement, sidewalk, and drainage structures impacted by the project will be replaced in-kind. Without future improvements, the bridge structure will continue to deteriorate, and weight restrictions will likely be required.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular					45,000	155,000	195,000	2,100,000		2,495,000
Minneapolis					15,000	75,000	105,000	700,000		895,000
Total					60,000	230,000	300,000	2,800,000		3,390,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way						70,000	120,000			190,000
Construction								2,000,000		2,000,000
Consulting					60,000	120,000	120,000			300,000
Contingency						40,000	60,000	800,000		900,000
Total					60,000	230,000	300,000	2,800,000		3,390,000

Project Name: 2200700 CSAH 40 - Replace Bridge #94282 over Basset Creek	Funding Start: 2023
Major Program: Public Works	Funding Completion: 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested			60,000	230,000	300,000	2,800,000		3,390,000
Administrator Proposed			60,000	230,000	300,000	2,800,000		3,390,000
CBTF Recommended			60,000	230,000	300,000	2,800,000		3,390,000
Board Approved Final			60,000	230,000	300,000	2,800,000		3,390,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2021 - 2023
Design	Q1 2024 - Q4 2025
Bid Advertisement	Q1 2026
Construction	Q2 2026 - Q3 2026
Completion	Q2 2027

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities by preserving a culvert that is nearing the end of its useful life. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The current cost to maintain this structure is approximately \$2,000 each year. These costs are anticipated to decrease upon completion of this project.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to replace Bridge #94282 along Glenwood Avenue (CSAH 40) at Bassett Creek in the City of Minneapolis

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2186700 CR 47 - Turnback to Plymouth fr CSAH 101 to CSAH 61
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2021

Summary:

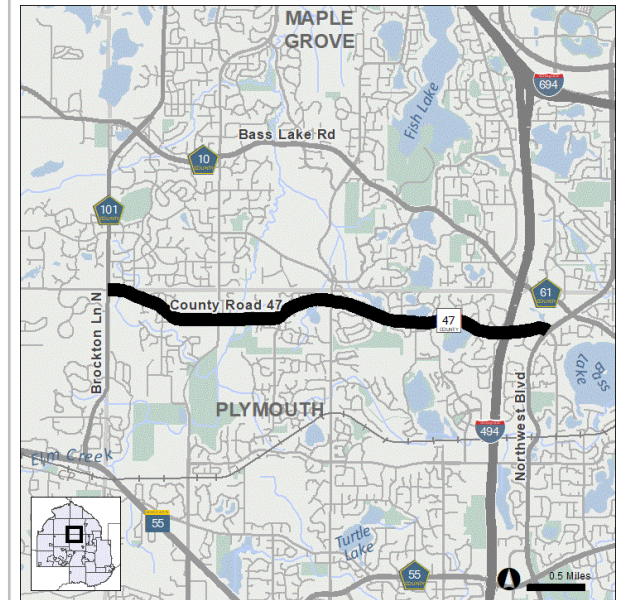
Provide funding to the City of Plymouth for roadway improvements related to the jurisdictional transfer of County Road 47 from Brockton Lane (CSAH 101) to Northwest Boulevard (CSAH 61).

Purpose & Description:

County Road 47, last reconstructed in 1960, is a two-lane roadway that includes a rural design. The roadway's primary function is to connect users to nearby neighborhoods as no freeway access is provided at I-494. It should be noted that the county's Mobility 2040 Plan identified County Road 47 as a potential jurisdictional transfer candidate as the roadway generally serves local trips. In recent years, residential development has continued to occur; generating an increase in biking and walking activity in the area. The lack of suburban design features (such as dedicated turn lanes and multi-modal accommodations) has caused a feeling of discomfort for people biking, driving, and walking along the corridor.

The City of Plymouth, in coordination with Hennepin County, completed the County Road 47 Corridor Study in 2020. The study, which included two opportunities for the public to offer input, developed short-term, mid-term, and long-term options to guide the decision-making process.

As a result of the study, this Capital Project (CP 2186700) was established to provide funding to the City of Plymouth to implement its long-term vision of the corridor. The amount and purpose of the county's financial contribution is consistent with the county's Jurisdictional Transfer Policy. At this time, it is anticipated that the city will be responsible for the design and construction of improvements; whereas, the county will provide a financial contribution. In addition, ownership and maintenance responsibilities of County Road 47 will be transferred to the City of Plymouth. Specific details regarding each agency's responsibilities in this process will be outlined in a cooperative agreement.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	5,000,000	5,000,000								5,000,000
Total	5,000,000	5,000,000								5,000,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	5,000,000	5,000,000								5,000,000
Total	5,000,000	5,000,000								5,000,000

Project Name: 2186700 CR 47 - Turnback to Plymouth fr CSAH 101 to CSAH 61	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	5,000,000							5,000,000
Administrator Proposed	5,000,000							5,000,000
CBTF Recommended	5,000,000							5,000,000
Board Approved Final	5,000,000							5,000,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2020
Design	N/A
Bid Advertisement	N/A
Construction	N/A
Completion	2022

Board Resolutions / Supplemental Information:

Project Budget Notes:
 This project is not eligible for State Aid funding as County Road 47 is not designated as a County State Aid Highway (CSAH). Therefore, County Bond revenue is being requested to finance the county's obligation in this jurisdictional transfer to the City of Plymouth.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: The revocation of County Road 47 is consistent with the county's Jurisdictional Transfer Policy.

Operating Budget: Staff anticipates that the revocation of County Road 47 will have significant impacts to the annual operating costs for the Transportation Department. Once approved, the county will be responsible for maintaining approximately 13.66 fewer lane miles, 1 less bridge, and 3 fewer traffic signals. These changes are estimated to retain approximately \$212,000 annually.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed		5,000,000						5,000,000
CBTF Recommended		5,000,000						5,000,000
Board Approved Final		5,000,000						5,000,000

Project Name: 2191700 CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwood
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2023

Summary:

Safety improvements along Rebecca Park Trail (CSAH 50) from 700' West of Koala Street to 600' East of Dogwood Street (CSAH 92) in the Cities of Rockford and Greenfield.

Purpose & Description:

The existing corridor along Rebecca Park Trail (CSAH 50) between Koala Street and Dogwood Street (CSAH 92) experiences a relatively high number of injury related crashes compared to similar corridors throughout the county. These crashes are primarily due to the presence of bypass lanes that offer limited benefits to turning vehicles. Additionally, Rockford Elementary Arts Magnet School and Rockford High School are located along the project corridor, generating high user activity during school arrival and dismissal operations.

The proposed project will improve safety and traffic operations by implementing three main project objectives, which include:

- Conversion of the existing bypass lanes to dedicated turn lanes to better define vehicle lanes and promote user predictability
- Construction of a raised concrete median to better facilitate pedestrian crossings to/from Rockford High School
- Installation of intersection lighting to improve user visibility and comfort

Staff recommended the project for the Highway Safety Improvement Program (HSIP) given the high number of crashes that resulted in injuries. This data driven approach is based on the county's crash system that assigns a dollar value to each of the crashes experienced in recent history.

Federal funding was awarded for this project in 2018 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Federal - Other - Roads					405,000					405,000
Mn/DOT State Aid - Municipal	50,000		50,000	125,000	245,000					420,000
Total	50,000		50,000	125,000	650,000					825,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				100,000						100,000
Construction					500,000					500,000
Consulting	50,000		50,000		50,000					100,000
Contingency				25,000	100,000					125,000
Total	50,000		50,000	125,000	650,000					825,000

Project Name: 2191700 CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwood	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	50,000	125,000	650,000					825,000
Administrator Proposed	50,000	125,000	650,000					825,000
CBTF Recommended	50,000	125,000	650,000					825,000
Board Approved Final	50,000	125,000	650,000					825,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - Q2 2021
Design	Q3 2021 - Q4 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q4 2023
Completion	Q2 2024

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2023 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation.

Operating Budget: Staff anticipates that this project will have minimal impacts to the annual operating costs for the Transportation Department. The addition of approximately 0.15 lane miles is estimated to cost \$2,000 annually.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2024-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		50,000	125,000	650,000				825,000
Administrator Proposed		50,000	125,000	650,000				825,000
CBTF Recommended		50,000	125,000	650,000				825,000
Board Approved Final		50,000	125,000	650,000				825,000

Project Name: 2170500 CSAH 51 - Replace Bridge #7258 over Hendrickson Channel
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2022

Summary:

Replace existing Bridge #7258 along North Shore Drive (CSAH 51) over the Hendrickson Channel in the City of Orono.

Purpose & Description:

The existing bridge (built in 1959) is classified as structurally deficient based on the condition of its primary structural elements. The bridge superstructure consists of continuous steel beams that have been identified as being in relatively poor condition. The concrete piers are experiencing advanced deterioration, resulting in steel reinforcement being exposed to the weather elements. In recent years, numerous repairs to the concrete deck have been necessary in order to maintain service for users.

The proposed project will replace the existing bridge structure with one that will be designed to achieve a 75-year service life to ensure access over the Hendrickson Channel. It is anticipated that the new bridge structure will accommodate people walking, biking, and driving more safely and comfortably than the existing structure by implementing current standards and updated aesthetics. Additionally, it should be noted that this bridge is located immediately adjacent to the North Arm Boat Launch; serving as an important link for Lake Minnetonka and the surrounding region.

This project is located within close proximity to the county's Noerenberg Channel Bridge #7194 Replacement Project (CP 2170500). Staff will coordinate the design and construction activities for these two projects to not only promote efficiencies, but to also minimize disruptions to the travelling public.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular	700,000		700,000	2,900,000						3,600,000
Total	700,000		700,000	2,900,000						3,600,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	100,000		100,000							100,000
Construction				2,500,000						2,500,000
Consulting	500,000	600,000	(100,000)							500,000
Contingency	100,000		100,000	400,000						500,000
Total	700,000	600,000	100,000	2,900,000						3,600,000

Project Name: 2170500 CSAH 51 - Replace Bridge #7258 over Hendrickson Channel	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	700,000	2,900,000						3,600,000
Administrator Proposed	700,000	2,900,000						3,600,000
CBTF Recommended	700,000	2,900,000						3,600,000
Board Approved Final	700,000	2,900,000						3,600,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - Q1 2020
Design	Q2 2020 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q3 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:

Hennepin County is anticipating approximately \$1,637,065 in state funding through the Local Bridge Replacement Program that will be made available in 2022 as project development is advanced.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities on the bridge over Hendrickson Channel. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access across Hendrickson Channel for all modes.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The current cost to maintain this structure is approximately \$5,000 each year. These costs are expected to decrease upon completion of this project.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	500,000	200,000	2,900,000					3,600,000
Administrator Proposed	500,000	200,000	2,900,000					3,600,000
CBTF Recommended	500,000	200,000	2,900,000					3,600,000
Board Approved Final	500,000	200,000	2,900,000					3,600,000

Project Name: 2170600 CSAH 51 - Replace Bridge #7194 over Noerenberg Channel
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2022

Summary:

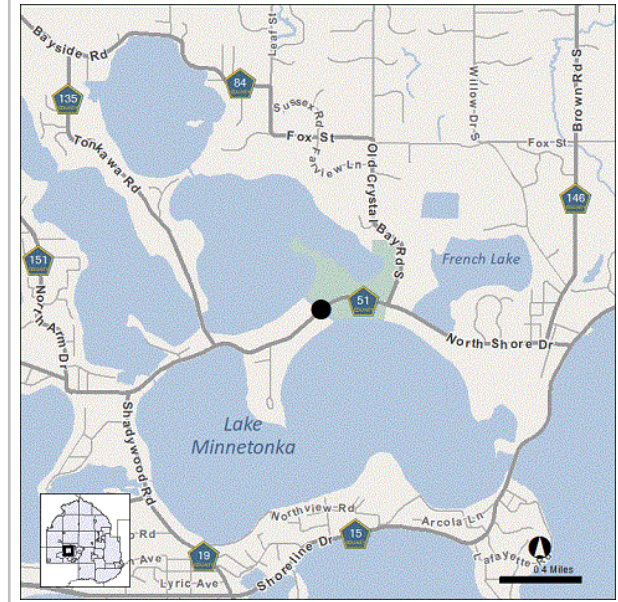
Replace existing Bridge #7194 along North Shore Drive (CSAH 51) over the Noerenberg Channel in the City of Orono.

Purpose & Description:

The existing bridge (built in 1961) is classified as structurally deficient based on the condition of its primary structural members. The bridge superstructure consists of continuous steel beams that have been identified as being in relatively poor condition. The existing structure is experiencing section loss, and therefore, inspected annually to monitor its rate of deterioration. Additionally, the concrete piers are showing signs of advanced deterioration, exposing the steel reinforcement to weather conditions.

The proposed project will replace the existing bridge structure with one that will be designed to achieve a 75-year service life to ensure access over the Noerenberg Channel. It is anticipated that the new bridge will accommodate people walking, biking, and driving more safely than the existing structure by implementing current standards and updated aesthetics. It should be noted that this bridge is located immediately adjacent to Noerenberg Memorial County Park and links Maxwell Bay to Crystal Bay; both of which experience significant activity within the Lake Minnetonka area.

Additionally, this project is located within close proximity to the county's Hendrickson Channel Bridge #7258 Replacement Project (CP 2170500). Staff will coordinate the design and construction activities for these two projects to not only promote efficiencies, but to also minimize disruptions to the travelling public.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax		(361)	361							
Mn/DOT State Aid - Regular	125,000		125,000	3,000,000						3,125,000
Total	125,000	(361)	125,361	3,000,000						3,125,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	50,000		50,000							50,000
Construction				2,500,000						2,500,000
Consulting	75,000		75,000							75,000
Contingency				500,000						500,000
Total	125,000		125,000	3,000,000						3,125,000

Project Name: 2170600 CSAH 51 - Replace Bridge #7194 over Noerenberg Channel	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	125,000	3,000,000						3,125,000
Administrator Proposed	125,000	3,000,000						3,125,000
CBTF Recommended	125,000	3,000,000						3,125,000
Board Approved Final	125,000	3,000,000						3,125,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - Q1 2020
Design	Q2 2020 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:

Hennepin County is anticipating approximately \$1,588,173 in state funding through the Local Bridge Replacement Program that will be made available in 2022 as project development is advanced.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities on the bridge over Noerenberg Channel. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access across Noerenberg Channel for all modes.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The current cost to maintain this structure is approximately \$5,000 each year. These costs are expected to decrease upon completion of this project.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		125,000	3,000,000					3,125,000
Administrator Proposed		125,000	3,000,000					3,125,000
CBTF Recommended		125,000	3,000,000					3,125,000
Board Approved Final		125,000	3,000,000					3,125,000

Project Name: 2182000 CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH 19
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2024

Summary:

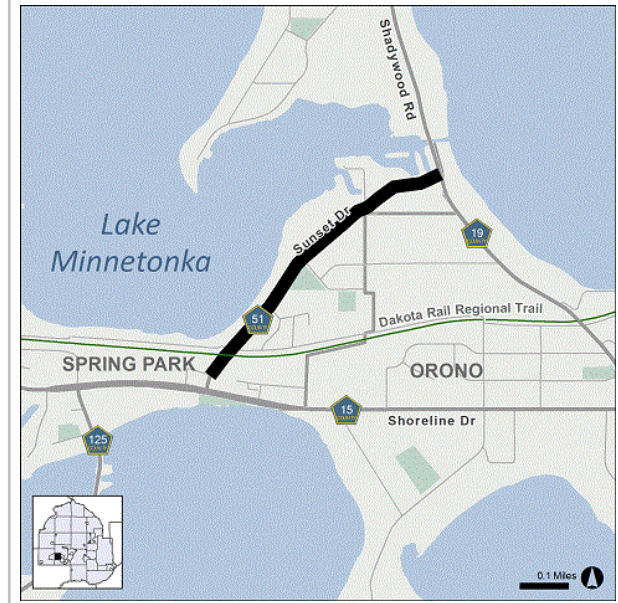
Reconstruct Sunset Drive (CSAH 51) from Spring Street to Shadywood Road (CSAH 19) in the City of Spring Park.

Purpose & Description:

The existing roadway (last reconstructed in 1969) is nearing the end of its useful life and warrants replacement. The current roadway lacks curb and gutter to provide adequate drainage, and therefore, causes issues for property owners along Sunset Drive (CSAH 51).

The City of Spring Park completed an Infrastructure Asset Management Plan in 2017 that reported water and sanitary utilities (originally installed in 1964) in relatively poor condition within the proposed project limits. The City of Spring Park formally requested this project from Hennepin County in 2017 to serve as an opportunity to address aged sanitary and water utilities in conjunction with a roadway project in an effort to reduce impacts to users.

It is anticipated that the proposed project would include new pavement, curb and gutter to provide sufficient drainage, and a multi-use trail to separate bicyclists and pedestrians from vehicles. It is likely that various design strategies will be introduced along the north end of the corridor to better facilitate pedestrian, bicycle, and vehicle movements near Lord Fletcher's. Furthermore, various traffic calming strategies will be considered at the existing Dakota Rail Regional Light Rail Transit (LRT) Trail crossing to improve user comfort and safety. Additionally, Transportation Operations has requested a pavement overlay on Sunset Drive (CSAH 51) from Shoreline Drive (CSAH 15) to Spring Street be included as part of this project to address pavement in relatively poor condition.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Municipal	800,000		800,000	700,000	3,700,000	600,000				5,800,000
Spring Park	300,000		300,000	350,000	800,000	150,000				1,600,000
Total	1,100,000		1,100,000	1,050,000	4,500,000	750,000				7,400,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	600,000		600,000	600,000						1,200,000
Construction					3,500,000	500,000				4,000,000
Consulting	500,000	110,280	389,720	200,000	500,000					1,200,000
Contingency				250,000	500,000	250,000				1,000,000
Total	1,100,000	110,280	989,720	1,050,000	4,500,000	750,000				7,400,000

Project Name: 2182000 CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH 19	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,100,000	1,050,000	4,500,000	750,000				7,400,000
Administrator Proposed	1,100,000	1,050,000	4,500,000	750,000				7,400,000
CBTF Recommended	1,100,000	1,050,000	4,500,000	750,000				7,400,000
Board Approved Final	1,100,000	1,050,000	4,500,000	750,000				7,400,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2020
Design	Q1 2021 - Q4 2022
Bid Advertisement	Q2 2023
Construction	Q3 2023 - Q3 2024
Completion	Q2 2025

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs, and the reduction of approximately 0.3 lane miles is expected to retain approximately \$4,000 in maintenance costs annually. Maintenance responsibilities of the multi-use trail facility are anticipated to be assigned to another agency as part of a cooperative agreement.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,100,000		1,050,000	4,500,000	750,000			7,400,000
Administrator Proposed	1,100,000		1,050,000	4,500,000	750,000			7,400,000
CBTF Recommended	1,100,000		1,050,000	4,500,000	750,000			7,400,000
Board Approved Final	1,100,000		1,050,000	4,500,000	750,000			7,400,000

Project Name: 2164000 CSAH 52 - Recondition Hennepin Avenue Bridges
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2024

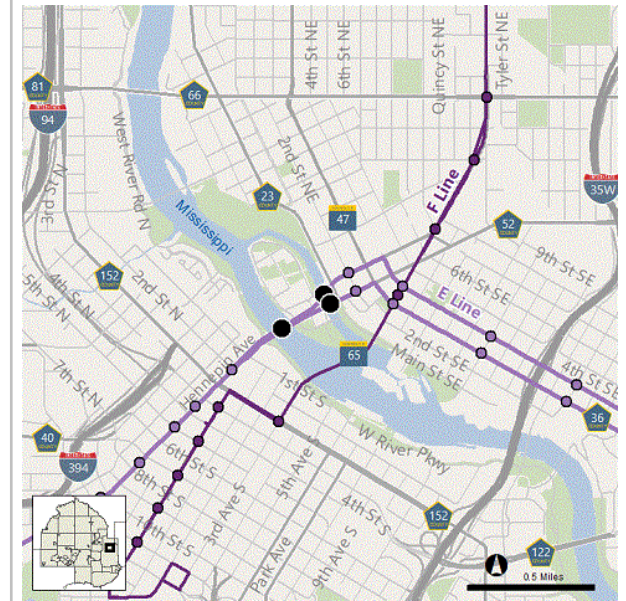
Summary:

Recondition existing Bridge #27636 and approach bridges #27537 and #27538 along Hennepin Avenue (CSAH 52) over the Mississippi River in the City of Minneapolis.

Purpose & Description:

The existing bridge (built in 1991) is a steel suspension design that has begun deteriorating, specifically its steel members, caused by the loss of their protective coating. The bridge deck is also showing signs of cracking, allowing water to penetrate below the surface. Additionally, many of the vaults are experiencing ponding, indicating the original dehumidifiers are nearing the end of their useful life. Furthermore, the nearby approach bridges were installed in 1971 (westbound) and 1973 (eastbound). Since being opened to traffic, these bridges have experienced deterioration across their decks, substructures, and superstructures. In 2021, the county completed a feasibility study that recommended strategic bridge preservation treatments. Without timely preservation, these bridges will continue to deteriorate, and further rehabilitation costs will increase exponentially.

The proposed project will repaint the iconic Hennepin Avenue (CSAH 52) Bridge over the Mississippi River and two approach bridges located immediately to the east. Project activities are anticipated to include sandblasting and repainting the steel beam network which supports the concrete bridge deck. Staff is recommending this repainting activity as it is typically completed every 15 to 25 years during the life of a steel bridge. In addition, the existing deck will be overlaid to improve the surface condition.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular	275,000		275,000	600,000	250,000	1,935,000				3,060,000
State General Obligation Bonds					750,000	11,250,000				12,000,000
Total	275,000		275,000	600,000	1,000,000	13,185,000				15,060,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	250,000		250,000	(175,000)		10,000,000				10,075,000
Consulting	25,000	7,819	17,181	775,000	1,000,000	1,250,000				3,050,000
Other Costs		50,000	(50,000)							
Contingency						1,935,000				1,935,000
Total	275,000	57,819	217,181	600,000	1,000,000	13,185,000				15,060,000

Project Name: 2164000 CSAH 52 - Recondition Hennepin Avenue Bridges	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	275,000	600,000	1,000,000	13,185,000				15,060,000
Administrator Proposed	275,000	600,000	1,000,000	13,185,000				15,060,000
CBTF Recommended	275,000	600,000	1,000,000	13,185,000				15,060,000
Board Approved Final	275,000	600,000	1,000,000	13,185,000				15,060,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2020
Design	Q1 2022 - Q4 2023
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q4 2023
Completion	Q1 2024

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities on the bridges over the Mississippi River. This project will rehabilitate three bridges in an effort to retain access over the Mississippi River for all modes. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project will primarily rehabilitate existing bridge assets. The current cost to maintain these structures is approximately \$45,000 each year. These costs are expected to significantly decrease upon completion of this project.

Changes from Prior CIP:

- Project Budget increased by \$8.8 million from \$6.3 million to \$15.1 million to increase the project scope from reconditioning activities to rehabilitation activities that will be financed with State GO Bonds
- Consulting activities increased by \$3.1 million from \$0 to \$3.1 million
- Construction activities increased \$4.4 from \$5.7 million to \$10.1 million
- Contingencies increased by \$1.3 million from \$0.6 million to \$1.9 million

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	275,000			4,000,000	2,000,000			6,275,000
Administrator Proposed	275,000			4,000,000	2,000,000			6,275,000
CBTF Recommended	275,000			4,000,000	2,000,000			6,275,000
Board Approved Final	275,000			4,000,000	2,000,000			6,275,000

Project Name: 2143102 CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2026

Summary:

Reconstruct Nicollet Avenue (CSAH 52) from 89th Street to American Boulevard in the City of Bloomington.

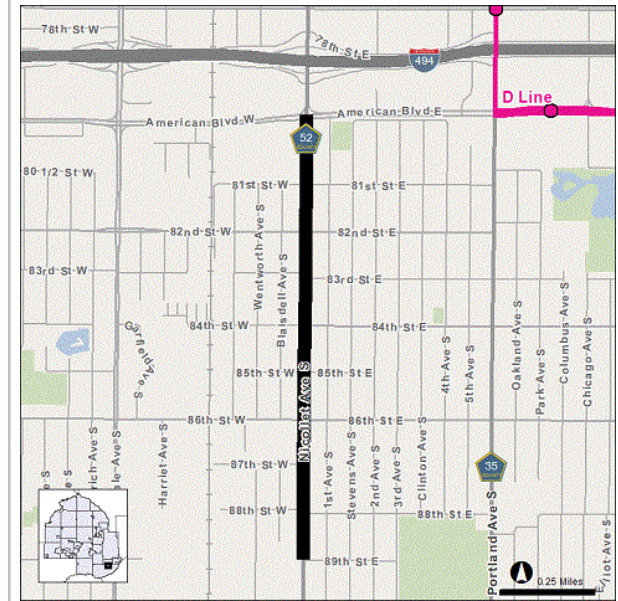
Purpose & Description:

The existing roadway (last reconstructed in 1962) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The roadway was originally constructed as concrete pavement, however, has since been overlaid with bituminous; resulting in premature surface cracking at joints. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for people walking. The curb has experienced settling, greatly diminishing its ability to collect water and define the roadway edge. Many intersections include ADA accommodations that do not meet current design requirements, causing challenges for persons with limited mobility.

In 2019, the county completed an overlay project along this section of Nicollet Avenue (CSAH 52) in coordination with a CenterPoint Energy gas main project. In addition to a new pavement surface, the roadway configuration was converted from a four-lane undivided design to a three-lane design in an effort to better facilitate vehicle turning movements and to provide traffic calming. Given the age and condition of roadway assets, the timing of this capital project will coincide with the service life extension provided by the overlay project.

The proposed project will reconstruct existing assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. Multimodal strategies such as pedestrian crossing enhancements (curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered in an effort to benefit multimodal users.

This project is Phase 1 (of 2) of capital improvements anticipated for the Nicollet Avenue (CSAH 52) corridor in the City of Bloomington.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax									220,000	220,000
Bonds - GO Roads									7,220,000	7,220,000
Mn/DOT State Aid - Regular						430,000	1,265,000	1,050,000	3,680,000	6,425,000
Bloomington						110,000	655,000	600,000	2,780,000	4,145,000
Total						540,000	1,920,000	1,650,000	13,900,000	18,010,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way							900,000	900,000		1,800,000
Construction									11,600,000	11,600,000
Consulting						540,000	800,000	400,000		1,740,000
Contingency							220,000	350,000	2,300,000	2,870,000
Total						540,000	1,920,000	1,650,000	13,900,000	18,010,000

Project Name: 2143102 CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested				540,000	1,920,000	1,650,000	13,900,000	18,010,000
Administrator Proposed				540,000	1,920,000	1,650,000	13,900,000	18,010,000
CBTF Recommended				540,000	1,920,000	1,650,000	13,900,000	18,010,000
Board Approved Final				540,000	1,920,000	1,650,000	13,900,000	18,010,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The reduction of approximately 1.40 lane mills is expected to preserve approximately \$19,000 annually.

- Changes from Prior CIP:**
- Project Budget decreased by \$3.0 million from \$21.0 million to \$18.0 million based on revised Engineer's Estimate
 - Consulting activities decreased by \$1.3 million from \$3.0 million to \$1.7 million
 - Right of way acquisition activities decreased by \$0.2 million from \$2.0 million to \$1.8 million
 - Construction activities decreased by \$0.4 million from \$12.0 million to \$11.6 million
 - Contingencies decreased by \$1.1 million from \$4.0 million to \$2.9 million

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested					400,000	1,800,000	18,800,000	21,000,000
Administrator Proposed					400,000	1,800,000	18,800,000	21,000,000
CBTF Recommended					400,000	1,800,000	18,800,000	21,000,000
Board Approved Final					400,000	1,800,000	18,800,000	21,000,000

Project Name: 2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2023

Summary:

Bikeway improvements along Hennepin Avenue (CSAH 52) and 1st Avenue (CSAH 52) from Main Street SE (CSAH 23) to 8th Street SE in the City of Minneapolis.

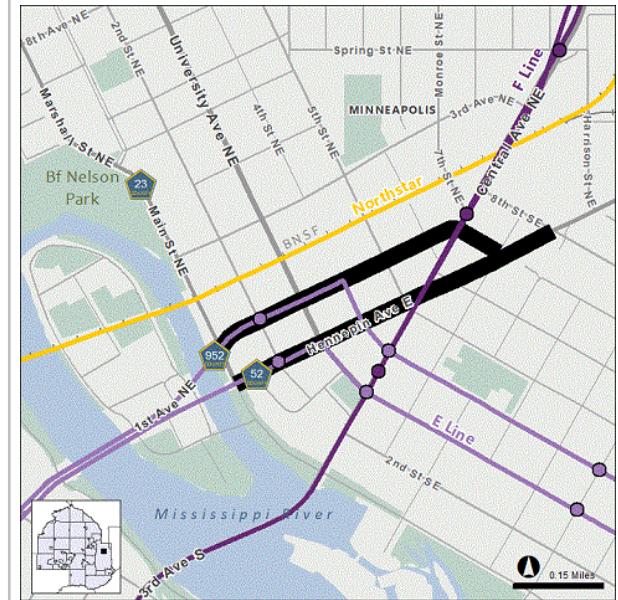
Purpose & Description:

Hennepin Avenue (CSAH 52) and 1st Avenue (CSAH 52) serve as one-way pairs in this area east of the Mississippi River. Each roadway includes sidewalk on both sides, three vehicle lanes, and many locations where on-street parking is permitted. Bikeway facilities currently exist along these corridors to the west; however, facilities terminate at Main Street SE (CSAH 23). As part of a 2020 paving project, on-street bikeway facilities were implemented along Hennepin Avenue (CSAH 52) to the east of this project from 8th Street NE to I-35W.

The City of Minneapolis conducted a corridor study in 2016 along Hennepin Avenue (CSAH 52) and 1st Avenue (CSAH 52) that evaluated concepts to provide bicycle accommodations. This project is directly related that study.

The proposed project includes the introduction of a bikeway along both Hennepin Avenue and 1st Avenue (CSAH 52). Available space within the existing roadway environment will be reallocated to provide the necessary space for a bikeway. The specific bikeway design will be determined as part of the project development process based on community input, data analysis, and an environmental review. Staff anticipates the following elements will be included with the project: catch basin upgrades, signing modifications, traffic signal replacements, and pedestrian improvements (ADA upgrades and curb extensions). Once completed, this project would connect bikeway users from Downtown Minneapolis to Northeast Minneapolis (via the Hennepin Avenue Bridge).

This project will complement Metro Transit's E Line Arterial Bus Rapid Transit (ABRT) Project that will operate along Hennepin Avenue (CSAH 52). This project will improve first/last mile connections for people biking and walking to the nearby ABRT station at 2nd Street NE. Federal funding was awarded in 2018 through the Regional Solicitation for this project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	50,000		50,000	400,000						450,000
Federal - Other - Roads					5,500,000					5,500,000
Mn/DOT State Aid - Regular	1,300,000		1,300,000	1,000,000	2,975,000					5,275,000
State - Other - Roads	100,000		100,000	200,000	500,000					800,000
Minneapolis	300,000		300,000	500,000	2,075,000					2,875,000
Other - Roads	38,000		38,000		50,000					88,000
Total	1,788,000		1,788,000	2,100,000	11,100,000					14,988,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	700,000		700,000	700,000						1,400,000
Construction	50,000		50,000		8,700,000					8,750,000
Consulting	1,038,000	799,927	238,073	900,000	900,000					2,838,000
Contingency				500,000	1,500,000					2,000,000
Total	1,788,000	799,927	988,073	2,100,000	11,100,000					14,988,000

Project Name: 2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,788,000	2,100,000	11,100,000					14,988,000
Administrator Proposed	1,788,000	2,100,000	11,100,000					14,988,000
CBTF Recommended	1,788,000	2,100,000	11,100,000					14,988,000
Board Approved Final	1,788,000	2,100,000	11,100,000					14,988,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2018
Design	Q3 2019 - Q3 2023
Bid Advertisement	Q4 2023
Construction	Q1 2024 - Q3 2025
Completion	Q1 2026

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation and providing by providing connections to future E-Line Arterial Bus Rapid Transit Stations. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operatint Budget: Staff anticipates that this project will have minimal impacts to the annual operating costs for the Transportation Department. Maintenance responsibilities of the new protected bikeway facility are anticipated to be assigned to another agency as part of a cooperative agreement.

- Changes from Prior CIP:**
- Project Budget increased by \$0.4 million from \$13.6 million to \$14.0 million based on revised Engineer's Estimate to be financed by State Aid Regular.
 - Added \$0.1 million in Program Year 2021 for right of way activities.
 - Added \$0.3 million in Program Year 2021 for consulting activities.

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2023 to avoid jeopardizing federal fund.

BAR 18-0358 (adopted 09/06/2018) authorized:

- Neg of Agmt PW 42-20-18 with the City of Minneapolis identifying each agency's responsibilities as they relate to CP 2182100. Authorized county cost participation at an estimated county cost of \$50,000 to be financed with county bonds from CP 2999973. These funds have been budgeted in CP 2182100.
- Neg of Agmt PW 45-20-18 with the City of Minneapolis identifying each agency's responsibilities as they relate to CP 2155002. Authorized county cost participation at an estimated county cost of \$200,000 to be financed with county bonds from CP 2999973 and \$200,000 from the City of Minneapolis. These funds have been budgeted into CP 2155002.
- Neg of Agmt PW 43-49-18 with the City of Eden Prairie identifying each agency's responsibilities as they relate to CP 2185300. Authorized county cost participation at an estimated county cost of \$75,000 to be financed with county bonds from CP 2999973. Expenses will be tracked in the associated subproject CP 2185300.
- Neg of Agmt PW 44-05-18 with the City of St. Louis Park identifying each agency's responsibilities as they relate to CP 2185400. Authorized county cost participation at an estimated county cost of \$50,000 to be financed with county bonds from CP 2999973. Expenses will be tracked in the associated subproject CP 2185400.

BAR 20-0110 (adopted 04/07/2020) authorized:

- Neg of a work authorization under Master Agmt A177641 with Bolton & Menk Inc. to provide preliminary design engineering service for bikeway, traffic signal, and pedestrian ramp upgrades, at an amount NTE \$750,000 to be financed within the Project Budget for CP 2182100.

BAR 21-0424 (adopted 11/16/2021) authorized:

- Neg work authorization under Master Agmt PR00002153 with Bolton & Menk, Inc. to provide final design engineering services on CSAH 52 (Hennepin Avenue) and 952 (First Avenue); county costs not to exceed \$1,100,000.
- Neg Agmt PW 19-23-21 with MPRB for CSAH 23 (Main Street) multi-use trail design engineering services; increase project budget to match the estimated county receivable of \$38,000.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	550,000	1,200,000	1,200,000	11,100,000				14,050,000
Administrator Proposed	550,000	1,200,000	1,200,000	11,100,000				14,050,000
CBTF Recommended	550,000	1,200,000	1,200,000	11,100,000				14,050,000
Board Approved Final	550,000	1,200,000	1,200,000	11,100,000				14,050,000

Project Name: 2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: Beyond 2026

Summary:

Reconstruct Nicollet Avenue (CSAH 52) from 77th Street to 66th Street (CSAH 53) in the City of Richfield.

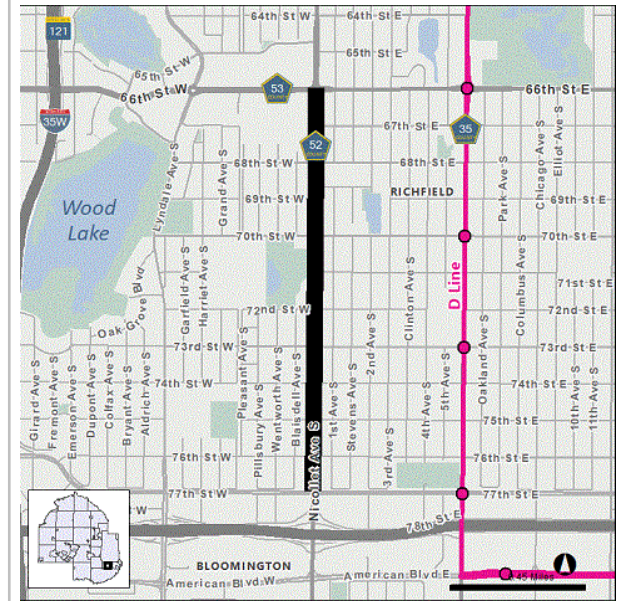
Purpose & Description:

The existing roadway (last reconstructed in 1961) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The roadway was originally constructed as concrete pavement, however, has since been overlaid with bituminous; resulting in premature surface cracking at joints. The existing sidewalk facilities are located immediately adjacent to the roadway; causing a feeling of discomfort for people walking. The curb has experienced settling, greatly diminishing its ability to collect water and define the roadway edge. Many intersections do not meet current standards for ADA accommodations, causing challenges for people with limited mobility.

In 2014, the county completed an overlay project along this section of Nicollet Avenue (CSAH 52). As part of project, the four-lane undivided configuration was converted to a three-lane design to better facilitate turning movements for people driving and provide traffic calming. Given the age and condition of roadway assets, the timing of this capital project will coincide with the service life extension provided by the overlay project.

The proposed project will reconstruct existing assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. Multimodal strategies such as (curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered in an effort to benefit multimodal users. Also, improvements to the existing bikeway accommodations will be considered during the project development process to promote bikeway connections to the nearby Nine Mile Creek Regional Trail and 66th Street (CSAH 53). Additionally, it's anticipated that this project will complement MnDOT's upcoming I-494 Corridors of Commerce Project that will make improvements to Nicollet Avenue (CSAH 52) between American Boulevard and 77th Street.

Additionally, this project is located within close proximity to the county's Nicollet Avenue (CSAH 52) at 67th Street Safety Project (CP 2201500). Staff will coordinate the design and construction activities for these two projects to not only promote efficiencies, but to also minimize disruptions to the travelling public.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax								200,000		200,000
Mn/DOT State Aid - Regular				128,000	480,000	1,031,000	1,440,000	8,240,000	4,160,000	15,479,000
Richfield				32,000	120,000	539,000	810,000	2,110,000	1,040,000	4,651,000
Total				160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	20,330,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way						750,000	1,200,000			1,950,000
Construction								8,750,000	4,300,000	13,050,000
Consulting				160,000	600,000	600,000	600,000			1,960,000
Contingency						220,000	450,000	1,800,000	900,000	3,370,000
Total				160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	20,330,000

Project Name: 2120800 CSAH 52 - Reconst Nicollet Ave S fr 77th to 66th St	Funding Start: 2022
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	20,330,000
Administrator Proposed		160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	20,330,000
CBTF Recommended		160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	20,330,000
Board Approved Final		160,000	600,000	1,570,000	2,250,000	10,550,000	5,200,000	20,330,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2021 - 2022
Design	Q1 2023 - Q4 2025
Bid Advertisement	Q1 2026
Construction	Q2 2026 - Q3 2027
Completion	2028

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to reconstruct Nicollet Avenue (CSAH 52) from 77th Street to 66th Street (CSAH 53) in the City of Richfield

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2201500 CSAH 52 - Nicollet Ave safety improvements at 67th St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Summary:

Safety improvements at Nicollet Avenue (CSAH 52) and 67th Street in the City of Richfield.

Purpose & Description:

The existing intersection of Nicollet Avenue (CSAH 52) at 67th Street includes design features that are susceptible to experiencing a relatively high number of crashes when compared to other county intersections. The three most common crash types at this intersection include rear-end, left-turn, and right-angle, which can be addressed through the implementation of proven design strategies.

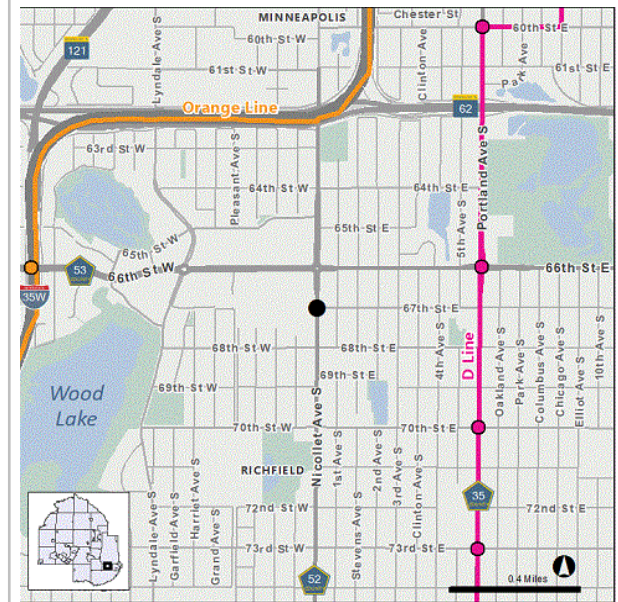
The proposed project will improve safety, mobility, and accessibility for all users by replacing and upgrading the existing traffic signal system to the latest technologies. This includes Flashing Yellow Arrows (FYAs) that allow for flexible left-turn signal operations, improved signal timing, and restricted left-turn phasing whenever the pedestrian phase is initiated. In addition, the project will also introduce a more compact intersection design to promote traffic calming, upgrade pedestrian accommodations to current ADA design standards, and install Accessible Pedestrian Signals (APS). These proven design strategies will reduce the likelihood of severe crashes involving multimodal users who cross at this intersection.

In 2020, Hennepin County converted the four-lane undivided roadway along Nicollet Avenue (CSAH 52) to a three-lane configuration between 68th Street and 66th Street (CSAH 53) and also introduced a dedicated facility for people biking. This safety project will complement the new configuration by providing more flexible left-turn operations.

Additionally, this project is located within close proximity to the county's Nicollet Avenue (CSAH 52) Reconstruction Project (CP 2120800). Staff will coordinate the design and construction activities for these two projects to not only promote efficiencies, but to also minimize disruptions to the travelling public.

Staff recommended this project for the Highway Safety Improvement Program (HSIP) based on recommendations included in the County Road Safety Plan. This data driven approach prioritizes intersections based on design deficiencies that are susceptible to high crash frequencies, especially those resulting in injury.

Federal funding was awarded for this project in 2020 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax							10,000			10,000
Federal - Other - Roads							579,000			579,000
Mn/DOT State Aid - Regular				15,000	45,000	55,000	75,500			190,500
Richfield				15,000	45,000	55,000	85,500			200,500
Total				30,000	90,000	110,000	750,000			980,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					40,000	60,000				100,000
Construction							580,000			580,000
Consulting				30,000	30,000	30,000	60,000			150,000
Contingency					20,000	20,000	110,000			150,000
Total				30,000	90,000	110,000	750,000			980,000

Project Name: 2201500 CSAH 52 - Nicollet Ave safety improvements at 67th St	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		30,000	90,000	110,000	750,000			980,000
Administrator Proposed		30,000	90,000	110,000	750,000			980,000
CBTF Recommended		30,000	90,000	110,000	750,000			980,000
Board Approved Final		30,000	90,000	110,000	750,000			980,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2020 - 2022
Design	Q1 2023 - Q4 2024
Bid Advertisement	Q1 2025
Construction	Q2 2025 - Q3 2025
Completion	Q2 2026

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2025 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing roadside and traffic assets in-kind.

- Changes from Prior CIP:**
- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to make safety improvements at Nicollet Avenue (CSAH 52) and 67th Street in the City of Richfield
 - Secured \$0.6 million in federal funds through the 2020 Highway Safety Improvement Program Solicitation to reduce local costs

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2210100 CSAH 52 - Hennepin Ave safety improvements fr 10th to 11th SE
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2024

Summary:

Safety improvements along Hennepin Avenue (CSAH 52) from 10th Avenue SE to 11th Avenue SE in the City of Minneapolis.

Purpose & Description:

The existing intersections of Hennepin Avenue (CSAH 52) at 10th Avenue SE and 11th Avenue SE experience a relatively high number of crashes compared to similar intersections throughout the county. The predominant crash type at the Hennepin Avenue (CSAH 52) at 10th Avenue SE intersection is left-turn related, with the vast majority involving westbound left-turning vehicles (representing approximately 60% of the reported crashes). Whereas, the predominant crash type at the Hennepin Avenue (CSAH 52) at 11th Avenue SE intersection is rear-end related, with the vast majority involving northbound right-turning vehicles (representing approximately 42% of the reported crashes). The proposed project will improve user safety, mobility, and accessibility by implementing the following objectives:

- Replacement and upgrading of traffic signal systems to the latest technologies to promote flexible signal operations
- Elimination of the channelized right-turn island (if feasible) to provide a more compact intersection design
- Modification of raised medians and curb lines (whenever feasible) to promote traffic calming through the intersection
- Upgrading multimodal accommodations to ensure accessibility

Staff recommended the project for the Highway Safety Improvement Program (HSIP) given the high number of crashes. This data driven approach is based on the county's crash system that assigns a dollar value to each of the crashes experienced in recent history.

Federal funding was awarded for this project in 2020 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax					10,000	20,000				30,000
Federal - Other - Roads						1,368,000				1,368,000
Mn/DOT State Aid - Regular				60,000	80,000	171,000				311,000
Minneapolis				60,000	90,000	191,000				341,000
Total				120,000	180,000	1,750,000				2,050,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				20,000	30,000					50,000
Construction						1,320,000				1,320,000
Consulting				100,000	100,000	130,000				330,000
Contingency					50,000	300,000				350,000
Total				120,000	180,000	1,750,000				2,050,000

Project Name: 2210100 CSAH 52 - Hennepin Ave safety improvements fr 10th to 11th SE	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		120,000	180,000	1,750,000				2,050,000
Administrator Proposed		120,000	180,000	1,750,000				2,050,000
CBTF Recommended		120,000	180,000	1,750,000				2,050,000
Board Approved Final		120,000	180,000	1,750,000				2,050,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2020 - 2021
Design	Q1 2022 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q3 2024
Completion	Q2 2025

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2024 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing roadside and traffic assets in-kind.

- Changes from Prior CIP:**
- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to make safety improvements along Hennepin Avenue (CSAH 52) from 10th Avenue SE to 11th Avenue SE in the City of Minneapolis
 - Secured \$1.4 million in federal funds through the 2020 Highway Safety Improvement Program Solicitation to reduce local costs

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2182800 CSAH 57 - Participate in Humboldt reconstr fr 53rd to 57th Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: 2024

Summary:

Participate in the City of Brooklyn Center's project to reconstruct Humboldt Avenue (CSAH 57) from 53rd Avenue to 57th Avenue in the City of Brooklyn Center.

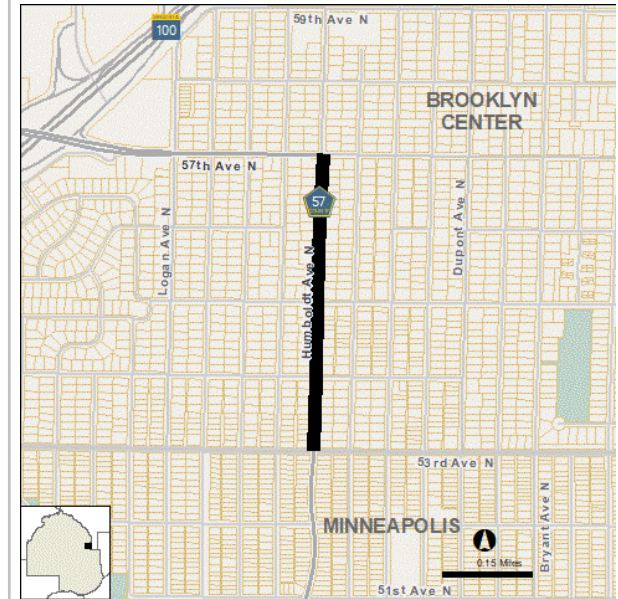
Purpose & Description:

The existing roadway (last reconstructed in 1930) includes a rural environment that lacks curb and storm water structures to provide adequate drainage. Humboldt Avenue (CSAH 57) is one of the few remaining rural county roadways within the I-494/I-694 ring.

The City of Brooklyn Center has indicated an interest in leading this capital project as there are city owned utilities that warrant replacement based on their current age and condition. The existing sanitary sewer consists of vitrified clay pipe (installed in 1952) that is experiencing root intrusion along approximately 50% of the system. The existing water system consists of cast iron pipe (installed in 1966) that is currently experiencing corrosion. Staff recommends performing roadway reconstruction activities in conjunction with utility replacement to not only minimize capital project costs, but also to reduce delays to the travelling public.

It is anticipated that the proposed project would upgrade the corridor to a suburban design to better serve its users. Project elements likely will include new pavement, curb and gutter to provide sufficient drainage, and upgraded ADA accommodations to better serve persons with limited mobility.

Additionally, in the 2000s, Housing and Economic Development completed a reconstruction project on Humboldt Avenue (CSAH 57) between Victory Memorial Drive and 53rd Avenue as part of the Humboldt Greenway partnership with the City of Minneapolis. This project presents an opportunity to implement a similar roadway design and streetscaping elements to encourage walking and biking along the corridor.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular						700,000				700,000
Total						700,000				700,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way						700,000				700,000
Total						700,000				700,000

Project Name: 2182800 CSAH 57 - Participate in Humboldt reconstr fr 53rd to 57th Ave	Funding Start: 2024
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested				700,000				700,000
Administrator Proposed				700,000				700,000
CBTF Recommended				700,000				700,000
Board Approved Final				700,000				700,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking, driving, and walking. This is especially important as this project is located in an area that includes a relatively high percentage of people of color.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested					700,000			700,000
Administrator Proposed					700,000			700,000
CBTF Recommended					700,000			700,000
Board Approved Final					700,000			700,000

Project Name: 221 1000 CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden Lks
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Summary:

Safety improvements along Golden Valley Road (CSAH 66) at Noble Avenue and Hidden Lakes Parkway in the City of Golden Valley.

Purpose & Description:

The existing intersections along Golden Valley Road (CSAH 66) at Noble Avenue and Hidden Lakes Parkway include design features that are susceptible to experiencing a high number of crashes when compared to other county signalized intersections. The two most common crash types at this intersection include rear-end and left-turn, which can be addressed through the implementation of proven design strategies.

The proposed project will improve safety, mobility, and accessibility for all users by replacing and upgrading the existing traffic signal systems to the latest technologies. This includes Flashing Yellow Arrows (FYAs) that allow for flexible left-turn signal operations, improved signal timing, and restricted left-turn phasing whenever the pedestrian phase is initiated. In addition, the proposed project will also introduce a more compact intersection design to promote traffic calming, include ADA improvements such as Accessible Pedestrian Signals (APS) and upgraded pedestrian ramps, and installation of raised medians (whenever feasible) to provide refuge for people crossing. These proven design strategies will reduce the likelihood of severe crashes involving people rolling, walking, and biking through this intersection.

Additionally, this project is located within the limits of the future Three Rivers Park District Bassett Creek Regional Trail which is expected to increase the number of people rolling, walking and biking along and across Golden Valley Road (CSAH 66). This safety project will complement the new multi-use trail by promoting safe and comfortable crossings at two signalized intersections. Staff will coordinate the design and construction activities for these two projects to promote efficiencies and minimize disruptions to the travelling public.

Staff recommended this project for the Highway Safety Improvement Program (HSIP) based on recommendations included in the County Road Safety Plan. This data driven approach prioritizes intersections based on design deficiencies that are susceptible to high crash frequencies, especially those resulting in injury. Federal funding was awarded for this project in 2020 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax						10,000	20,000			30,000
Federal - Other - Roads							1,158,000			1,158,000
Mn/DOT State Aid - Regular				40,000	80,000	110,000	195,000			425,000
Golden Valley				20,000	50,000	80,000	107,000			257,000
Total				60,000	130,000	200,000	1,480,000			1,870,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					40,000	80,000				120,000
Construction							1,150,000			1,150,000
Consulting				60,000	60,000	60,000	120,000			300,000
Contingency					30,000	60,000	210,000			300,000
Total				60,000	130,000	200,000	1,480,000			1,870,000

Project Name: 2211000 CSAH 66 - Golden Valley Rd safety impr at Noble & Hidden Lks	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		60,000	130,000	200,000	1,480,000			1,870,000
Administrator Proposed		60,000	130,000	200,000	1,480,000			1,870,000
CBTF Recommended		60,000	130,000	200,000	1,480,000			1,870,000
Board Approved Final		60,000	130,000	200,000	1,480,000			1,870,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - 2022
Design	Q1 2023 - Q4 2024
Bid Advertisement	Q1 2025
Construction	Q2 2025 - Q3 2026
Completion	2026

Board Resolutions / Supplemental Information:

Project Budget Notes:
This project must be authorized by June 30, 2025 to avoid jeopardizing federal funds.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing roadside and traffic assets in-kind.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to make safety improvements along Golden Valley Road (CSAH 66) at the Noble Avenue and Hidden Lakes Parkway intersections in the City of Golden Valley
- Secured \$1.2 million in federal funds through the 2020 Highway Safety Improvement Program Solicitation to reduce local costs

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2165200 CSAH 81 - Broadway Safety Improvements at Lyndale Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2021

Summary:

Safety improvements at the intersection of West Broadway Avenue (CSAH 81) and Lyndale Avenue in the City of Minneapolis.

Purpose & Description:

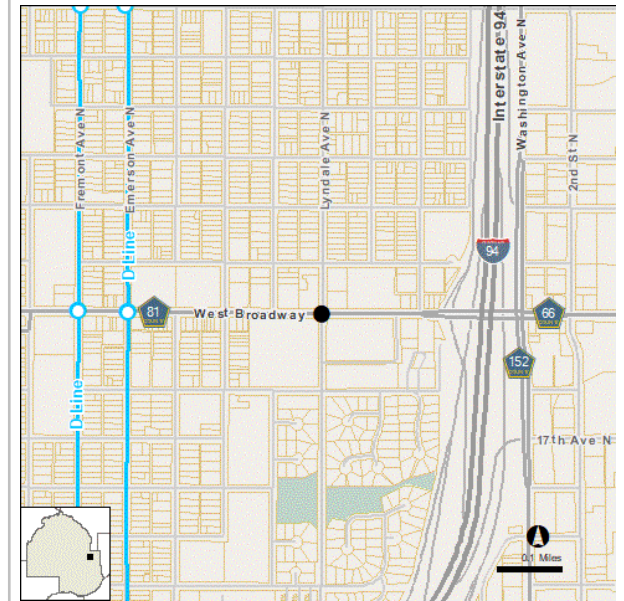
The existing intersection of West Broadway Avenue (CSAH 81) at Lyndale Avenue experiences a relatively high number of crashes compared to similar signalized intersections throughout the county. The three most common crash types at this intersection are pedestrian, left turn, and rear-end related.

The proposed project will improve safety and mobility by implementing the following objectives:

- Introduction of a new striping configuration on Lyndale Avenue to provide space for left-turning vehicles
- Replacement and upgrading of the outdated traffic signal system to better facilitate left-turning movements
- Construction of curb extensions to reduce the pedestrian crossing distance
- Upgrading of multimodal accommodations to ensure accessibility, especially for people with limited mobility

This project will complement Metro Transit's proposed D Line Arterial Bus Rapid Transit (ABRT) Project that will operate along Emerson Avenue and Fremont Avenue and includes nearby stations within walking distance of the Broadway Avenue (CSAH 81) at Lyndale Avenue intersection.

Staff recommended this project for the Highway Safety Improvement Program (HSIP) given the high number of crashes that resulted in injuries, especially those involving people walking. This data driven approach is based on the county's crash system that assigns a dollar value to each of the crashes experienced in recent history. Additionally, this intersection ranked #2 (of all county intersections) in the City of Minneapolis' Pedestrian Crash Study as having the highest pedestrian crash rate. Federal funding was awarded for this project in 2016 through the HSIP.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	50,000	50,000								50,000
Bonds - GO Roads	220,700		220,700							220,700
Federal - Other - Roads	636,300		636,300							636,300
Mn/DOT State Aid - Regular	450,000		450,000							450,000
Total	1,357,000	50,000	1,307,000							1,357,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	150,000	15,007	134,993							150,000
Construction	707,000		707,000							707,000
Consulting	250,000	111,737	138,263							250,000
Contingency	250,000		250,000							250,000
Total	1,357,000	126,744	1,230,256							1,357,000

Project Name: 2165200 CSAH 81 - Broadway Safety Improvements at Lyndale Ave	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,357,000							1,357,000
Administrator Proposed	1,357,000							1,357,000
CBTF Recommended	1,357,000							1,357,000
Board Approved Final	1,357,000							1,357,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - 2018
Design	Q1 2019 - Q4 2021
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2022 to avoid jeopardizing federal funds.

Appropriated \$220,700 in County Bonds within this Project Budget (CP 2165200) that were previously programmed in the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300). These funds are intended to provide a portion of the Project Budget for CP 2165200 to be used towards safety improvements along West Broadway Avenue (CSAH 81). Additionally, the 2021 spending goal for Safety in CP 2183300 will be reduced by \$220,700 to reflect this appropriation.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility and people with low income.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. The proposed project will primarily replace existing roadside and traffic assets in-kind.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	500,000	857,000						1,357,000
Administrator Proposed	500,000	857,000						1,357,000
CBTF Recommended	500,000	857,000						1,357,000
Board Approved Final	500,000	857,000						1,357,000

Project Name: 2167600 CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowry
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2022

Summary:

Replace existing Bridge #27006, Bridge #27007, and Bridge #27008 along West Broadway Avenue (CSAH 81) over Lowry Avenue N (CSAH 153) in the Cities of Robbinsdale and Minneapolis.

Purpose & Description:

The existing bridges (built in 1964) include a concrete box girder design and are classified as structurally deficient based on their current condition. Routine maintenance activities are no longer cost effective in extending the useful life of the bridges, therefore, full replacements are being recommended. The bridges are exhibiting significant deterioration, due to chloride infiltration, resulting in extensive spalls and reinforcement corrosion at the hinges and abutments. Water, chlorides, and debris are trapped in the hinge joints, causing similar deterioration to the bottom slab of the box sections. Since 2015, weight restrictions have been introduced for each bridge that prohibit certain types of commercial vehicles (Bridge #27006 in 2015, Bridge #27007 in 2015, and Bridge #27008 in 2020). However, due to continued deterioration, Bridge #27007 was closed to traffic in December 2020 in advance of the project.

The proposed project will replace each of the deteriorated bridges with an upgraded design that includes curb barrier and railings. In addition, the intersection of Lowry Avenue N and Victory Memorial Drive will be reconfigured as part of this project to introduce a more compact design that better accommodates people biking, driving, and walking underneath the bridge structures.

Federal funding was awarded for this project in 2016 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	11,200,000	1,510,610	9,689,390							11,200,000
Federal - Other - Roads	7,000,000	4,818,454	2,181,546							7,000,000
Mn/DOT State Aid - Regular	4,500,000	2,000,645	2,499,355	(1,600,000)						2,900,000
State - Other - Roads	1,000,000		1,000,000	(1,000,000)						0
Total	23,700,000	8,329,710	15,370,290	(2,600,000)						21,100,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	100,000	5,979	94,021							100,000
Construction	20,300,000	15,940,357	4,359,643	(2,100,000)						18,200,000
Consulting	1,700,000	2,073,074	(373,074)							1,700,000
Other Costs		15,695	(15,695)							
Contingency	1,600,000		1,600,000	(500,000)						1,100,000
Total	23,700,000	18,035,106	5,664,894	(2,600,000)						21,100,000

Project Name: 2167600 CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowry	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	23,700,000	(2,600,000)						21,100,000
Administrator Proposed	23,700,000	(2,600,000)						21,100,000
CBTF Recommended	23,700,000	(2,600,000)						21,100,000
Board Approved Final	23,700,000	(2,600,000)						21,100,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2014 - 2017
Design	Q1 2018 - Q3 2020
Bid Advertisement	Q4 2020
Construction	Q2 2021 - Q4 2022
Completion	Q2 2025

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by replacing a bridge that is nearing the end of its useful life in an effort to ensure access and mobility for people biking, driving, and walking over Victory Memorial Parkway. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility and people with low income.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing bridge assets in-kind. The current cost to maintain these structures is approximately \$10,000 each year. These costs are expected to significantly decrease upon completion of this project. Additionally, maintenance responsibilities of the new multi-use trail facility are anticipated to be assigned to other agencies as part of cooperative agreements.

Changes from Prior CIP:

- Project Budget decreased by \$2.6 million from \$23.7 million to \$21.1 million based on bid award
- Contingencies decreased by \$2.6 million from \$5.6 million to \$3.0 million to preserve State Aid Regular

Board Resolutions / Supplemental Information:

BAR 18-0314 (adopted 08/07/2018) authorized:

- Neg of Agmt PW 28-66-18 with SRF for design engineering activities related to CP 2167500 and CP 2167600 at a NTE amount of \$1,700,000 to be financed with the current and future Project Budgets for CP 2167500 and CP 2167600.
- Amdt to the current Project Budget for CP 2167500 with an increase of \$160,000 from \$0 to \$160,000 to be financed with State Aid Regular.
- Amdt to the current Project Budget for CP 2167600 with an increase of \$640,000 from \$0 to \$640,000 to be financed with State Aid Regular.
- To finance these amendments to current Project Budgets, \$160,000 in State Aid Regular be transferred from the Consultant Services Capital Budget Line Item (CP 2999950) to CP 2167500 and \$640,000 in State Aid Regular revenue be transferred from the Consultant Services Capital Budget Line Item (CP 2999950) to CP 2167600.
- Amdt to the total Project Budget for CP 2167500 with an increase of \$31,000 from \$2,584,000 to \$2,615,000 as part of the prospective 2019-2023 Capital Improvement Program.
- Amdt to the total Project Budget for CP 2167600 with an increase of \$795,000 from \$16,290,000 to \$17,085,000 as part of the prospective 2019-2023 Capital Improvement Program.

BAR 20-0312 (adopted 09/01/2020) authorized:

- Approval of Amdt 1 of Agmt PW 28-66-18 with SRF to include additional scope of services necessary for the design of CP 2167500 and CP 2167600. Increase of \$300,000 in the contract NTE amount from \$1,700,000 to \$2,000,000 to be financed with available State Aid Regular revenue within CP 2167500 and CP 2167600.

BAR 20-0449 (adopted 11/17/2020) authorized:

- Approval of Agmt PW 31-40-20 with MnDOT (State Contract No. 1036327) to act as the county's fiscal agent in accepting \$7,000,000 in federal funds on its behalf.
- Approval of Amdt 2 to Agreement PW 28-66-18 with SRF for \$40,000 (\$2,040,000 total contract), with no change in the contract period, to be financed with available State Aid Regular revenue within CP 2167500 and CP 2167600.
- Transfer of \$2,365,000 (\$2,000,000 in State GO Bonds and \$365,000 in State Aid Regular) from CP 2167500 to CP 2167600 to improve administrative efficiencies as all three bridges will be replaced as part of one project/contract.

BAR 21-0449 (adopted 05/04/2021) authorized:

- Approval of Amendment 3 to Agreement PW 28-66-18 with SRF to provide assistance during construction of West Broadway Ave bridges at a NTE amount of \$65,000 in State Aid Regular, for a total contract value of \$2,105,000.
- Extend the agreement end date to 12/31/23.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	12,800,000	10,900,000						23,700,000
Administrator Proposed	12,800,000	10,900,000						23,700,000
CBTF Recommended	12,800,000	10,900,000						23,700,000
Board Approved Final	12,800,000	10,900,000						23,700,000

Project Name: 2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2024

Summary:

Construct multimodal improvements along Mill Street (CSAH 82) from the South County Line to 2nd Street in the Cities of Shorewood and Excelsior.

Purpose & Description:

Mill Street (CSAH 82) currently serves north/south trips between Carver County and Hennepin County as direct access is available to both TH 5 and TH 7. The roadway includes one vehicle lane in each direction with paved shoulders that provide space for on-road biking. This current configuration was introduced as part of a paving project completed in 2018 that included solid white pavement markings to better define the shoulder area. However, this current environment is relatively uncomfortable for multimodal users, especially people walking, as they are required to travel adjacent to vehicle lanes since no sidewalks exist. Furthermore, Mill Street (CSAH 82) is a priority alignment for multimodal accommodations as there is an existing grade separated crossing at TH 7, thus eliminating potential conflicts with people driving on the highway.

The proposed project includes the construction of a multi-use trail along Mill Street (CSAH 82) to provide a dedicated facility for people walking and biking. It is anticipated that the proposed project will require the installation of retaining walls to accommodate the surrounding topography, along with the relocation of existing overhead utilities to ensure an obstruction-free facility for users. The new multi-use facility will connect users from Chanhassen, Shorewood, and Excelsior to the Downtown Excelsior Area that includes numerous places of interest. In addition, this project will provide an indirect connection to the Lake Minnetonka Regional Trail that extends from Victoria to Hopkins.

This project was requested by the Cities of Shorewood and Excelsior in 2017. The City of Shorewood completed a feasibility study in 2013 that evaluated the potential for a multi-use trail for the segment of CSAH 82 (Mill Street) within their city limits. The City of Excelsior began a feasibility study in 2019 for the portion within their city limits, which is anticipated to be completed in 2021. Additionally, county staff is collaborating with the City of Chanhassen and Carver County to address a one-block gap in the multi-use trail system on the southern end of the project that extends beyond the Hennepin County boundary.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular	250,000		250,000	150,000	650,000	1,440,000				2,490,000
Mn/DOT State Aid - Municipal						1,140,000				1,140,000
Excelsior						760,000				760,000
Shorewood					150,000	760,000				910,000
Other - Roads						200,000				200,000
Total	250,000		250,000	150,000	800,000	4,300,000				5,500,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	100,000		100,000		400,000					500,000
Construction						3,200,000				3,200,000
Consulting	150,000		150,000	150,000	200,000	300,000				800,000
Contingency					200,000	800,000				1,000,000
Total	250,000		250,000	150,000	800,000	4,300,000				5,500,000

Project Name: 2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	250,000	150,000	800,000	4,300,000				5,500,000
Administrator Proposed	250,000	150,000	800,000	4,300,000				5,500,000
CBTF Recommended	250,000	150,000	800,000	4,300,000				5,500,000
Board Approved Final	250,000	150,000	800,000	4,300,000				5,500,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2012 - 2021
Design	Q1 2022 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q4 2024
Completion	Q2 2025

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation, including a connection to the Lake Minnetonka LRT Trail. This is especially important as the project is located in an area that includes relatively high percentages of people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of the new multi-use trail facility are anticipated to be assigned to other agencies as part of cooperative agreements

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	250,000		750,000	200,000	4,300,000			5,500,000
Administrator Proposed	250,000		750,000	200,000	4,300,000			5,500,000
CBTF Recommended	250,000		750,000	200,000	4,300,000			5,500,000
Board Approved Final	250,000		750,000	200,000	4,300,000			5,500,000

Project Name: 2161100 CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 12
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2021

Summary:

Reconstruct CSAH 92 at TH 12 in the City of Independence.

Purpose & Description:

The existing TH 12 corridor experiences a relatively high frequency of fatal and severe crashes due to its current alignment, skewed intersection approaches, and lack of a median barrier to separate vehicles in opposite directions. Additionally, the existing north/south alignment of CSAH 92 is obstructed by the presence of Robina Lake, resulting in two junctions where CSAH 92 intersects TH 12. As a result, people driving who desire to continue north/south along CSAH 92 are required to divert along TH 12 for a short distance, resulting in an inconvenience for these users.

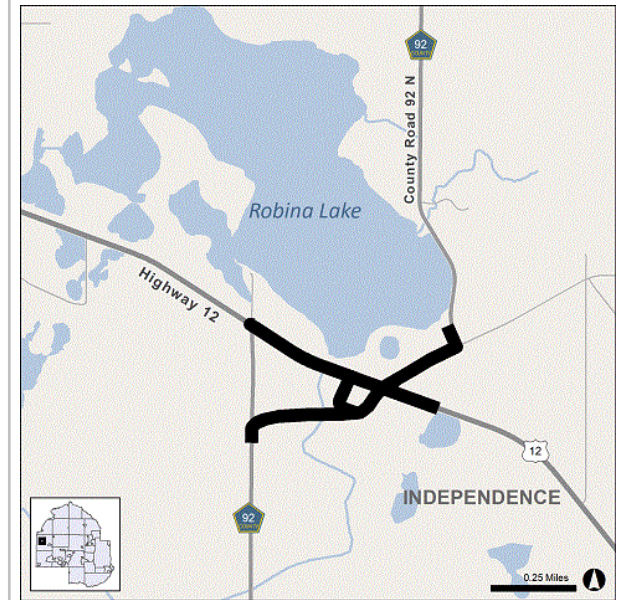
The Highway 12 Safety Coalition was established in 2014 to identify critical locations for improvements and includes representatives from MnDOT, Hennepin County, along with eleven cities. A technical report (US 12 Roadway Safety Audit) was completed by MnDOT in 2015 to summarize findings from the evaluation completed by the Highway 12 Safety Coalition. The intersection of CSAH 92/TH 12 was recommended for improvements to address its safety issues and lack of continuity along the CSAH system.

In 2018, MnDOT led a concept study to identify alternatives for long-term improvements at the CSAH 92/TH 12 intersection.

In 2019, the county hired a consultant to define the project purpose and need, complete environmental documentation, and select a preferred alternative. Through this process, the preferred alternative was selected which includes the realignment of CSAH 92 to connect the two existing road segments into one and provide a grade-separated crossing over both TH 12 and the nearby BNSF Railroad. With the new design, users on CSAH 92 will now access TH 12 via a roundabout. This design will significantly improve safety and mobility through the area.

In 2020, the selected alternative went through preliminary engineering, final design, and right of way acquisition.

Additionally, MnDOT is planning to complete a safety study along a five-mile segment of TH 12 that extends from Delano to Independence that's anticipated to be completed in 2022.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Federal - Other - Roads	6,280,000	27,389	6,252,611							6,280,000
Mn/DOT State Aid - Municipal	2,800,000		2,800,000							2,800,000
State General Obligation Bonds	11,300,000	2,565,381	8,734,619							11,300,000
State - Other - Roads	1,931,111		1,931,111							1,931,111
Total	22,311,111	2,592,770	19,718,341							22,311,111
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	4,000,000	2,323,428	1,676,572							4,000,000
Construction	13,811,111	13,628,451	182,660							13,811,111
Consulting	2,500,000	2,698,027	(198,027)							2,500,000
Contingency	2,000,000		2,000,000							2,000,000
Total	22,311,111	18,649,906	3,661,205							22,311,111

Project Name: 2161100 CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 12	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	22,311,111							22,311,111
Administrator Proposed	22,311,111							22,311,111
CBTF Recommended	22,311,111							22,311,111
Board Approved Final	22,311,111							22,311,111

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2018
Design	Q1 2019 - Q2 2021
Bid Advertisement	Q3 2021
Construction	Q3 2021 - Q4 2022
Completion	Q2 2023

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of people with limited mobility.

Operating Budget: Maintenance responsibilities of the new bridge asset are anticipated to be assigned to another agency as part of a cooperative agreement. Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The addition of approximately 2.50 lane mills is expected to cost approximately \$34,250 annually.

Changes from Prior CIP:

No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Board Resolutions / Supplemental Information:

Project Budget Notes:
 In 2017, a State Bonding Bill (HF 1226C) was passed that provided \$11,300,000 in State GO Bonds to be used for the design, environmental analysis, right of way acquisition, and construction of improvements of the TH 12 intersections with CSAH 90 and CSAH 92. It should be noted that the county has elected to solely utilize these State GO Bonds for this project (CP 2161100) to leverage the flexibility of these funds for this relatively complex project.

BAR 19-0059 (Adopted 02/21/2019) authorized:

- Neg of Agmt PR00000857 with KLJ Inc. for design engineering services related to CP 2161100 at a NTE amount of \$1,400,000 to be financed within the Project Budget for CP 2161100.

BAR 20-0187 (Adopted 05/19/2020) authorized:

- Neg of Amdt 1 to Agmt PR00000857 with KLJ Inc. for final design engineering services related to CP 2161100 at a revised NTE amount of \$2,400,000. The increase of \$1,000,000 in the contract amount from \$1,400,000 to \$2,400,000 will be financed within the Project Budget for CP 2161100.

BAR 21-0221 (Adopted on 6/15/2021) authorized:

- Neg of Amdt 2 to Agmt PR00000857 with KLJ Inc to continue final design engineering services related to CP 2161100 at a revised NTE amount of \$2,500,000 and extending the contract period to June 1, 2023.
- Neg Agmt PW 17-40-21 with MnDOT and the City of Independence for cost participation and maintenance responsibilities for improvements on CSAH 92 at TH 12 as part of MnDOT's Highway 12 corridor safety improvement projects at an estimated county cost of \$8,795,272.
- Neg Agmt PW 16-40-21 with MnDOT to accept Local Road Improvement Program (LRIP) grant funds for the reconstruction of CSAH 92 at TH in the amount of \$11,300,000.
- Neg Agmt PW 15-31-21 with the City of Independence to establish county and city responsibilities for the jurisdictional transfer of the remnant CSAH 92 segment to the City of Independence at an estimated county cost of \$107,600 to be funded from the Cost Participation and Partnerships TSCA (CP 2183500).

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	4,000,000	18,311,111						22,311,111
Administrator Proposed	4,000,000	18,311,111						22,311,111
CBTF Recommended	4,000,000	18,311,111						22,311,111
Board Approved Final	4,000,000	18,311,111						22,311,111

Project Name: 2174900 CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2022

Summary:

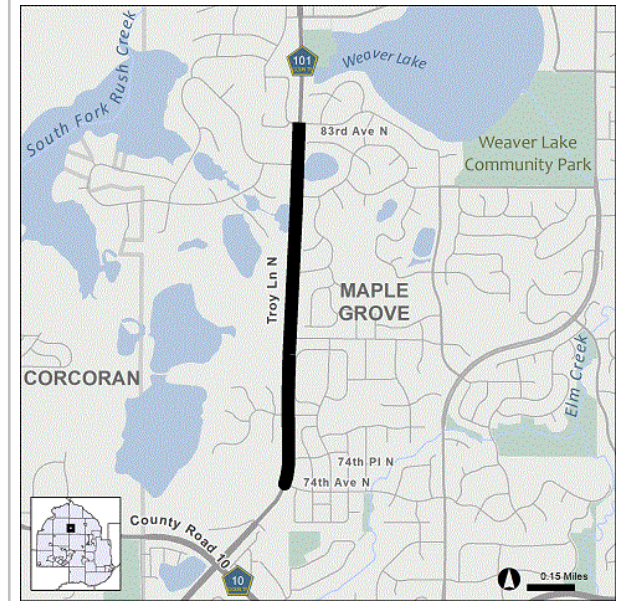
Participate in the City of Maple Grove's roadway project to rehabilitate Troy Lane (CSAH 101) from 74th Avenue to 83rd Avenue in the City of Maple Grove.

Purpose & Description:

The existing roadway (last reconstructed in 1960) is nearing the end of its useful life and warrants capital improvements. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The current roadway includes a rural environment (no curb/gutter) that consists of a 2-lane undivided configuration. Dedicated right-turn and bypass lanes are provided at select intersections that offer some benefit to people driving. However, the absence of dedicated left-turn lanes results in routine congestion and user discomfort during the afternoon peak periods. In addition, no off-road facilities (such as trails or sidewalks) are provided on either side, with the exception of some short segments that were constructed as part of previous projects.

It is anticipated that the proposed project would upgrade the corridor to a suburban design to better suit the surrounding residential land use. Project elements will likely include new pavement, curb, storm water structures, and trails. Specific intersection designs, will be reviewed during the design process to determine the need and feasibility of dedicated turn lanes. The elimination of bypass lanes will improve the safety and mobility of people driving as the current design limits sight distance, creating the potential for rear-end and left-turn related crashes.

This project will complement the current development occurring at the nearby Troy Lane (CSAH 101) and Bass Lake Road (CSAH 10) intersection by promoting multimodal choices in transportation along the corridor.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads				1,000,000						1,000,000
Total				1,000,000						1,000,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				1,000,000						1,000,000
Total				1,000,000						1,000,000

Project Name: 2174900 CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		1,000,000						1,000,000
Administrator Proposed		1,000,000						1,000,000
CBTF Recommended		1,000,000						1,000,000
Board Approved Final		1,000,000						1,000,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2020
Design	Q3 2020 - TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project Budget Notes:
Appropriated \$1,000,000 in County Bonds within this Project Budget (CP 2174900) that were previously programmed in the Safety & Asset Management and Cost Participation & Partnerships Transportation Supplemental Capital Activities (CP's 2183300 and 2183500). These funds are intended to provide the Project Budget for CP 2174900 to be used towards roadway preservation and multi-modal improvements along Troy Lane (CSAH 101). Additionally, the 2022 spending goals will be reduced by \$1,000,000 for Roadway Asset Preservation (\$800,000) and Multi-Modal (\$200,000) to reflect this appropriation.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			1,000,000					1,000,000
Administrator Proposed			1,000,000					1,000,000
CBTF Recommended			1,000,000					1,000,000
Board Approved Final			1,000,000					1,000,000

Project Name: 2923900 CSAH 103 - Reconst W Broadway fr 85th Ave N to 93rd Ave N
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2004
Funding Completion: 2019

Summary:

Expand West Broadway Avenue (CSAH 103) from 85th Avenue (CSAH 109) to 93rd Avenue (CSAH 30) in the City of Brooklyn Park.

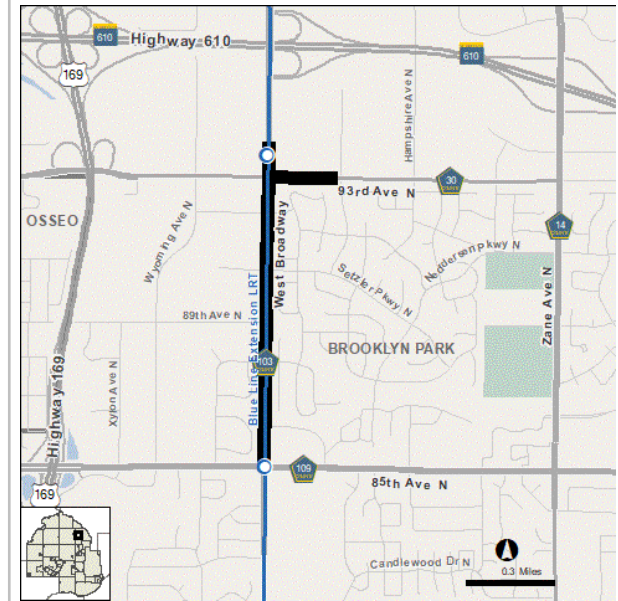
Purpose & Description:

The existing roadway (last reconstructed in 1940) includes a rural design that currently lacks curb and storm water structures. One vehicle lane is provided in each direction with turn lanes and/or bypass lanes provided at key intersections. A multi-use trail exists along one side of West Broadway Avenue (CSAH 103), however, it does not extend along the entire project length, leaving a 0.6 mile gap in the multi-modal system.

The proposed project will expand and reconstruct West Broadway Avenue (CSAH 103) to a four-lane divided roadway and will include new pavement, multi-use trails on both sides to accommodate people biking and walking, curb and stormwater structures to collect water and define the roadway edge, new traffic signal systems to incorporate the latest technologies, and upgraded ADA accommodations to ensure accessibility. Many intersections, especially at 85th Avenue (CSAH 109), will be modified to provide a more compact design that improves the crossing experience for people walking. Overall, the new roadway environment will include a suburban design that better suits the surrounding land uses. Furthermore, traffic signals will be installed at both Setzler Parkway and Maplebrook Parkway as part of this project to provide adequate traffic operations in anticipation of light rail transit service.

This project is connected to County Capital Projects 2141100 and 2051400 that are also programmed in the county's Capital Improvement Program (CIP). Additionally, this project is directly related to the potential Blue Line Extension LRT Project that includes potential stations along West Broadway Avenue (CSAH 103) at both 85th Avenue (CSAH 109) and 93rd Avenue (CSAH 30). At this time, it is anticipated that the LRT line will be constructed in the median along West Broadway Avenue (CSAH 103) in a similar manner as the Green Line along University Avenue in Minneapolis and St. Paul.

Federal funding was awarded to the City of Brooklyn Park for this project in 2018 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	1,250,000		1,250,000							1,250,000
Mn/DOT State Aid - Regular	25,790,000	1,136,187	24,653,813							25,790,000
Brooklyn Park	9,300,000		9,300,000							9,300,000
Total	36,340,000	1,136,187	35,203,813							36,340,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	8,380,000	1,290,472	7,089,528							8,380,000
Construction	23,100,000	23,300	23,076,700							23,100,000
Consulting	3,560,000	1,270,387	2,289,613							3,560,000
Contingency	1,300,000		1,300,000							1,300,000
Total	36,340,000	2,584,159	33,755,841							36,340,000

Project Name: 2923900 CSAH 103 - Reconst W Broadway fr 85th Ave N to 93rd Ave N	Funding Start: 2004
Major Program: Public Works	Funding Completion: 2019
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	36,340,000							36,340,000
Administrator Proposed	36,340,000							36,340,000
CBTF Recommended	36,340,000							36,340,000
Board Approved Final	36,340,000							36,340,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	1993 - 2014
Design	Q1 2015 - TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project must be authorized by June 30, 2025 to avoid jeopardizing federal funds.

BAR 15-0284 (adopted 08/11/2015)- This BAR authorized:

- Neg of Agmt PW 14-66-15 with Kimley-Horn for consulting services related to the preliminary design and final design of CP 2051400, CP 2923900, and CP 2141100 at a cost NTE \$2,200,000.
- Increase in the Project Budget for CP 2923900 by \$1,750,000 from \$25,750,000 to \$27,500,000 for consulting services to be financed with available funding in the county's State Aid Regular Construction Account.
- Increase in the Project Budget for CP 2051400 by \$1,000,000 from \$15,820,000 to \$16,820,000 for consulting services to be financed with available funding in the county's State Aid Regular Construction Account.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities by connecting people walking and biking to the future Blue Line Extension LRT station. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The addition of approximately 1.90 lane miles to the county roadway system and the installation of two new traffic signals is estimated to cost \$39,690 annually. Additionally, maintenance responsibilities of the new multi-use trail facilities are anticipated to be assigned to another agency as part of a cooperative agreement.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	36,340,000							36,340,000
Administrator Proposed	36,340,000							36,340,000
CBTF Recommended	36,340,000							36,340,000
Board Approved Final	36,340,000							36,340,000

Project Name: 2051400 CSAH 103 - Reconst W Broadway fr Candlewood Dr to CSAH 109
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2004
Funding Completion: 2020

Summary:

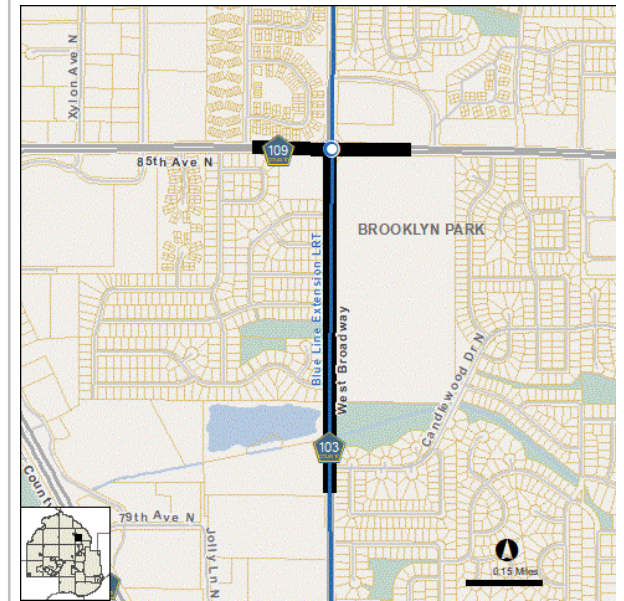
Reconstruct West Broadway Avenue (CSAH 103) from Candlewood Drive to 85th Avenue (CSAH 109) in the City of Brooklyn Park.

Purpose & Description:

The existing roadway (last reconstructed in the 1980s) includes a rural design that currently lacks curb and storm water structures, resulting in poor storm water management along the corridor. Off-road facilities for non-motorized users do not currently exist along the roadway, requiring people walking and biking to either share the roadway with people driving or utilize available boulevard space. Furthermore, the existing four-lane undivided roadway design has historically experienced higher crash rates than a four-lane divided configuration.

The proposed project will reconstruct West Broadway Avenue (CSAH 103) and convert the existing four-lane undivided environment to a four-lane divided configuration that better serves the surrounding land uses. This new design will provide improved safety for all modes by separating vehicles and introducing a refuge for people walking who desire to cross the roadway. The project will include new pavement, curb, storm water structures, and multi-use trails on both sides of the roadway. Intersections will be modified to provide more compact designs to improve the crossing experience for people walking. Furthermore, traffic signals will be installed at both Candlewood Drive and College Park Drive, while the existing traffic signal at 84th Avenue will be removed. These changes to the existing intersection control devices are included with this project to provide adequate traffic operations in anticipation of light rail transit service.

This project is connected to County Capital Projects 2141100 and 2923900 that are also programmed in the county's Capital Improvement Program (CIP). Additionally, this project is directly related to the potential Blue Line Extension LRT Project that includes a potential station along West Broadway Avenue (CSAH 103) at 85th Avenue (CSAH 109). At this time, it is anticipated that the LRT line will be constructed in the median along West Broadway Avenue (CSAH 103) in a similar manner as the Green Line along University Avenue in Minneapolis and St. Paul.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular	16,394,000	844,920	15,549,080							16,394,000
Brooklyn Park	5,076,000		5,076,000							5,076,000
Total	21,470,000	844,920	20,625,080							21,470,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	2,000,000		2,000,000							2,000,000
Construction	15,470,000		15,470,000							15,470,000
Consulting	3,000,000	956,254	2,043,746							3,000,000
Contingency	1,000,000		1,000,000							1,000,000
Total	21,470,000	956,254	20,513,746							21,470,000

Project Name: 2051400 CSAH 103 - Reconst W Broadway fr Candlewood Dr to CSAH 109	Funding Start: 2004
Major Program: Public Works	Funding Completion: 2020
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	21,470,000							21,470,000
Administrator Proposed	21,470,000							21,470,000
CBTF Recommended	21,470,000							21,470,000
Board Approved Final	21,470,000							21,470,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	1993 - 2014
Design	Q1 2015 - TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

BAR 15-0284 (adopted 08/11/2015) authorized:

- Neg of Agmt PW 14-66-15 with Kimley-Horn for consulting services related to the preliminary design and final design of CP 2051400, CP 2923900, and CP 2141100 at a cost NTE \$2,200,000.
- Increase in the Project Budget for CP 2923900 by \$1,750,000 from \$25,750,000 to \$27,500,000 for consulting services to be financed with available funding in the county's State Aid Regular Construction Account.
- Increase in the Project Budget for CP 2051400 by \$1,000,000 from \$15,820,000 to \$16,820,000 for consulting services to be financed with available funding in the county's State Aid Regular Construction Account.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes relatively high percentages of people with limited mobility.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The net cost for the removal of approximately 0.03 lane miles from the county roadway system, installation of two new traffic signal systems, and removal of one existing traffic signal system is estimated to cost \$7,800 annually. Additionally, maintenance responsibilities of the new multi-use trail facilities are anticipated to be assigned to another agency as part of a cooperative agreement.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	21,470,000							21,470,000
Administrator Proposed	21,470,000							21,470,000
CBTF Recommended	21,470,000							21,470,000
Board Approved Final	21,470,000							21,470,000

Project Name: 2091103 CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2010
Funding Completion: 2023

Summary:

Reconstruct Wayzata Boulevard (CSAH 112) from 0.5 miles east of CSAH 6 to Willow Drive in the Cities of Long Lake and Orono.

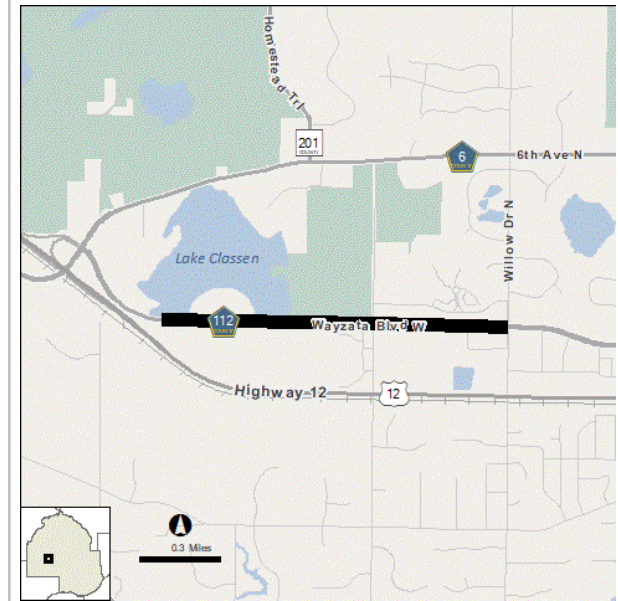
Purpose & Description:

The existing roadway (last reconstructed in the 1930s) includes a rural environment that lacks curb and storm water structures that are desired for proper storm water management. The pavement is nearing the end of its service life and warrants replacement as routine maintenance activities (such as overlays and crack seals) are no longer cost effective in extending its useful life. Additionally, no multimodal accommodations currently exist along the corridor.

It should be noted that the Wayzata Boulevard (CSAH 112) corridor was previously under MnDOT jurisdiction until 2011 (as TH 12), therefore, it lacks typical county roadway features (such as multi-use trails, streetscaping, and placemaking) that promote a pleasurable user experience.

The proposed project will reconstruct Wayzata Boulevard (CSAH 112) and is anticipated to include the following elements: new pavement, curb to define the roadway edge, storm water structures to collect water, and a multi-use trail (along the north side) to provide accommodations for people walking and biking. Additional project elements include turn lanes at key intersections, upgraded traffic signal systems, and ADA accommodations to serve users with limited mobility. The character of the corridor changes drastically among residential, commercial, industrial, and rural land uses, therefore, the roadway design will be adjusted throughout the project limits to accommodate the competing needs.

This project is the final phase (Phase III) of the Wayzata Boulevard (CSAH 112) Reconstruction Project and is directly related to County Capital Projects 2091101 and 2091102 that were completed in 2018 and 2019, respectively.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax					200,000					200,000
Mn/DOT State Aid - Regular	532,000		532,000	40,000	900,000					1,472,000
Mn/DOT State Aid - Municipal					105,000					105,000
Mn/DOT Turnback Funds	1,710,000	349,327	1,360,673	450,000	13,570,000					15,730,000
Orono	62,000		62,000	10,000	275,000					347,000
Total	2,304,000	349,327	1,954,673	500,000	15,050,000					17,854,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	500,000		500,000							500,000
Construction					11,100,000					11,100,000
Consulting	1,804,000	408,306	1,395,694		1,150,000					2,954,000
Contingency				500,000	2,800,000					3,300,000
Total	2,304,000	408,306	1,895,694	500,000	15,050,000					17,854,000

Project Name: 2091103 CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	Funding Start: 2010
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	2,304,000	500,000	15,050,000					17,854,000
Administrator Proposed	2,304,000	500,000	15,050,000					17,854,000
CBTF Recommended	2,304,000	500,000	15,050,000					17,854,000
Board Approved Final	2,304,000	500,000	15,050,000					17,854,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2009 - 2019
Design	Q1 2020 - Q3 2022
Bid Advertisement	Q4 2022
Construction	Q2 2023 - Q4 2023
Completion	Q2 2024

Board Resolutions / Supplemental Information:

Project Budget Notes:
This project is utilizing MnDOT "turnback" funds that have been made available to Hennepin County from MnDOT as part of the jurisdictional transfer process for TH 12. County staff have remained in discussions with MnDOT staff regarding the schedule of State Turnback funding for Phase III of the Wayzata Boulevard (CSAH 112) Reconstruction Project (CP 2091103). Per MN Statute 8820.2900, the county has 15 years after the date of roadway release from MnDOT to obtain construction plan approval to avoid jeopardizing these turnback funds (date of release of TH 12: January 1, 2011).

This project will install fiber communications along Wayzata Boulevard (CSAH 112) at an estimated cost of \$100,000. It has been agreed upon that this cost will be financed by Hennepin County Community Connectivity.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- Rescheduled construction activities from Program Year 2022 to Program Year 2023 to align with the availability of Turnback funding from MnDOT.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	2,304,000			12,448,000				14,752,000
Administrator Proposed	2,304,000			12,448,000				14,752,000
CBTF Recommended	2,304,000			12,448,000				14,752,000
Board Approved Final	2,304,000			12,448,000				14,752,000

Project Name: 2181700 CSAH 121 - Replace Bridge #90617 over Rush Creek
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2023
Funding Completion: 2026

Summary:

Replace Bridge #90617 along Fernbrook Lane (CSAH 121) over Rush Creek in the City of Maple Grove.

Purpose & Description:

The existing bridge (built in 1949) consists of a cast-in-place concrete box culvert that spans Rush Creek. The structure is in relatively poor condition, and therefore, has been classified as structurally deficient. The culvert is showing evidence of cracking and spalling that has exposed the structural rebar. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, therefore, a full replacement is recommended.

The proposed project will replace the deteriorating structure with a modern concrete box culvert that will be designed to provide a 75-year service life. In an effort to better accommodate people biking and walking along the corridor, it is anticipated that a wider bridge deck will be introduced. Additionally, any pavement, sidewalk, and drainage structures impacted by the project will be replaced in-kind. Without additional improvements, the bridge structure will continue to deteriorate, and weight restrictions will likely be required.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax					45,000	25,000	60,000			130,000
Bonds - GO Roads								1,120,000		1,120,000
Maple Grove					5,000	25,000	40,000	120,000		190,000
Total					50,000	50,000	100,000	1,240,000		1,440,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way						50,000	70,000			120,000
Construction								940,000		940,000
Consulting					50,000					50,000
Contingency							30,000	300,000		330,000
Total					50,000	50,000	100,000	1,240,000		1,440,000

Project Name: 2181700 CSAH 121 - Replace Bridge #90617 over Rush Creek	Funding Start: 2023
Major Program: Public Works	Funding Completion: 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested			50,000	50,000	100,000	1,240,000		1,440,000
Administrator Proposed			50,000	50,000	100,000	1,240,000		1,440,000
CBTF Recommended			50,000	50,000	100,000	1,240,000		1,440,000
Board Approved Final			50,000	50,000	100,000	1,240,000		1,440,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - 2022
Design	Q3 2023 - Q4 2025
Bid Advertisement	Q1 2026
Construction	Q2 2026 - Q3 2026
Completion	Q2 2027

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access over the Rush Creek for all modes. This is especially important as the project is located in an area that includes relatively high percentages of people with limited mobility

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing bridge assets in-kind. The current cost to maintain this structure is approximately \$200 each year.

- Changes from Prior CIP:**
- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to replace Bridge #90617 along Fernbrook Lane (CSAH 121) at Rush Creek in the City of Maple Grove

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2181800 CSAH 146 - Replace Bridge #90623 over Luce Line Trail
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2026

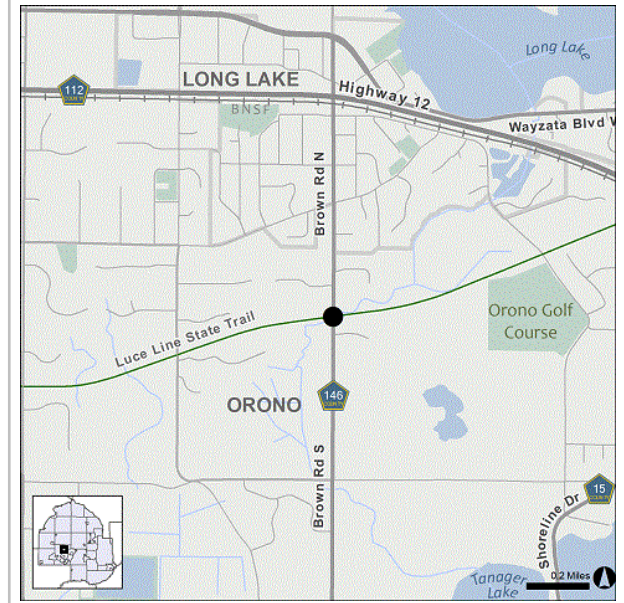
Summary:

Replace Bridge #90623 along Brown Road (CSAH 146) over the Luce Line Regional Trail in the City of Orono.

Purpose & Description:

The existing bridge (built in 1955) consists of a timber structure with a concrete deck that extends over the Long Lake Creek and Luce Line Regional Trail. The timber material throughout the structure has experienced advanced deterioration. In addition, the concrete deck is showing signs of extensive wear due to the frequency and size of visible cracking. A full replacement is being recommended as maintenance activities are no longer cost effective in preserving this bridge asset. Weight restrictions were introduced on this bridge in 2014, based on the results of a routine inspection, that prohibit certain types of commercial vehicles.

The proposed project will introduce a new bridge structure that is designed for a 75-year service life. The completion of this project will ensure that a grade separated crossing of the Luce Line Regional Trail is retained to eliminate conflicts for people biking and walking along the trail underneath the bridge. Additionally, the existing railing and guardrail will be upgraded to meet current standards to ensure user safety. Furthermore, this project will eliminate weight restrictions along a collector route through the Lake Minnetonka Area.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular						50,000	205,000	295,000	5,800,000	6,350,000
Total						50,000	205,000	295,000	5,800,000	6,350,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way							80,000	120,000		200,000
Construction									5,000,000	5,000,000
Consulting						50,000	100,000	100,000		250,000
Contingency							25,000	75,000	800,000	900,000
Total						50,000	205,000	295,000	5,800,000	6,350,000

Project Name: 2181800 CSAH 146 - Replace Bridge #90623 over Luce Line Trail	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested				50,000	205,000	295,000	5,800,000	6,350,000
Administrator Proposed				50,000	205,000	295,000	5,800,000	6,350,000
CBTF Recommended				50,000	205,000	295,000	5,800,000	6,350,000
Board Approved Final				50,000	205,000	295,000	5,800,000	6,350,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2020 - TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access over the Luce Line Regional Trail for all modes.

Operating Budget: Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing bridge assets in-kind. The current cost to maintain this structure is approximately \$2,300 each year. These costs are expected to significantly decrease upon completion of this project.

Changes from Prior CIP:

- Project Budget decreased by \$0.5 million from \$6.9 million to \$6.4 million to preserve State Aid Regular
- Consulting activities decreased by \$0.5 million from \$0.8 million to \$0.3 million

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested					50,000	205,000	6,595,000	6,850,000
Administrator Proposed					50,000	205,000	6,595,000	6,850,000
CBTF Recommended					50,000	205,000	6,595,000	6,850,000
Board Approved Final					50,000	205,000	6,595,000	6,850,000

Project Name: 211000 CSAH 152 - Reconst Rd fr CSAH 2 (Penn) to 41st Avenue N
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2018
Funding Completion: 2021

Summary:

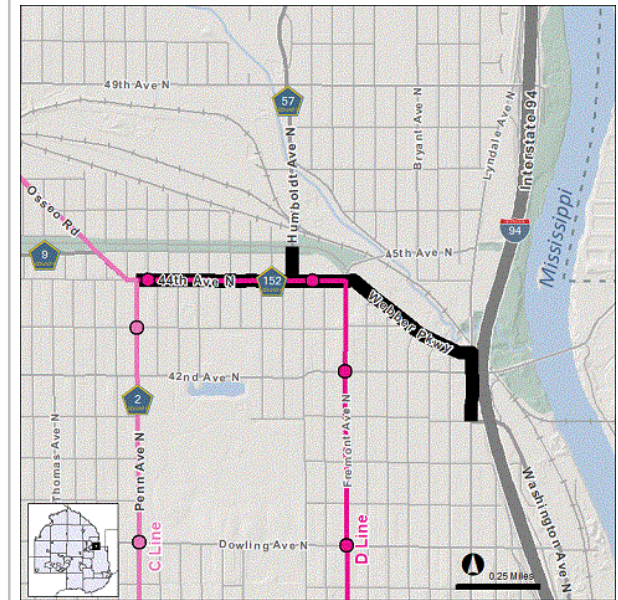
Reconstruct Webber Parkway/44th Avenue/Lyndale Avenue (CSAH 152) from Penn Avenue (CSAH 2) to 41st Avenue in the City of Minneapolis. This project has been nicknamed Webber 44 due to the number of local names that have been assigned to CSAH 152 in the area.

Purpose & Description:

The existing roadway (last reconstructed in 1952) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in extending the useful life. The existing curb and storm water structures are in especially poor condition, decreasing their ability to provide adequate drainage. Severe ponding events have been reported along the corridor, especially near Webber Park, causing disruptions to the surrounding neighborhood. Additionally, the existing sidewalk in many areas has deteriorated significantly and requires replacement.

The proposed project will replace the existing pavement, traffic signals, curb, sidewalks, and storm water structures. In addition, capital improvements will be extended along Humboldt Avenue (CSAH 57) as part of this project for the segment between 44th Avenue (CSAH 152) and Victory Memorial Drive. It is anticipated that this project will introduce bikeway accommodations along the two-block segment of Lyndale Avenue (CSAH 152), as recommended by the 2040 Hennepin County Bicycle Transportation Plan. In addition, staff has relied on the public engagement process to identify locations to implement proven safety countermeasures (such as curb extensions, raised medians, and/or crossing beacons) to improve the safety for people walking. Also, this project will incorporate an improved transportation environment along the Lyndale Avenue (CSAH 152) portion of the project to better facilitate vehicle turning movements and intersection operations. Furthermore, this project will provide an opportunity to address the geometry of the 44th Avenue (CSAH 152) at Fremont Avenue intersection that includes three intersections within close proximity, causing poor mobility for all users.

This project will complement Metro Transit's planned Arterial Bus Rapid Transit (ABRT) D Line Project that includes proposed stations near Penn Avenue (CSAH 2) and Humboldt Avenue (CSAH 57). This project will improve first/last mile connections for people walking and biking to nearby ABRT stations. Federal funding was awarded for this project in 2016 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Federal - Other - Roads	7,000,000	4,785,207	2,214,793							7,000,000
Mn/DOT State Aid - Regular	7,074,175	4,513,965	2,560,210							7,074,175
Minneapolis	3,118,000	1,108,281	2,009,719							3,118,000
Other - Roads	315,825	292,468	23,357							315,825
Total	17,508,000	10,699,920	6,808,080							17,508,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	684,175	617,472	66,703							684,175
Construction	14,183,825	12,449,150	1,734,675							14,183,825
Consulting	550,000	735,789	(185,789)							550,000
Other Costs		9,743	(9,743)							
Contingency	2,090,000		2,090,000							2,090,000
Total	17,508,000	13,812,155	3,695,845							17,508,000

Project Name: 2111000 CSAH 152 - Reconst Rd fr CSAH 2 (Penn) to 41st Avenue N	Funding Start: 2018
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	17,508,000							17,508,000
Administrator Proposed	17,508,000							17,508,000
CBTF Recommended	17,508,000							17,508,000
Board Approved Final	17,508,000							17,508,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - 2017
Design	Q1 2018 - Q2 2020
Bid Advertisement	Q4 2020
Construction	Q2 2021 - Q4 2022
Completion	Q4 2023

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The removal of approximately 1.78 lane miles and one traffic signal from the county roadway system is estimated to retain approximately \$26,300 annually. Additionally, maintenance responsibilities of the new multi-use trail facilities are anticipated to be assigned to another agency as part of a cooperative agreement.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP

Board Resolutions / Supplemental Information:

BAR 18-0357 (adopted 09/06/2018) authorized:

- Neg of Agmt PW 40-40-18 with MnDOT for architectural history survey services at an estimated county cost of \$20,000 for CP 2111000 to be financed within the current Project Budget.

BAR 20-0146 (adopted 04/21/2020) authorized:

- Neg of Agmt PW 45-20-19 with the City of Minneapolis to identify each agency's responsibilities as they relate to CP 2111000 at an estimated receivable of \$2,500,000 from the City of Minneapolis (\$1,862,000 in the Capital Budget and \$638,000 in the Operating Budget).
- Neg of Agmt PW 48-23-19 with the Minneapolis Park and Recreation Board (MPRB) to identify each agency's responsibilities as they relate to CP 2111000 at an estimated receivable of \$19,000 from the MBRB (\$15,825 in the Capital Budget and \$3,175 in the Operating Budget).
- Neg of Agmt PW 52-67-19 with the Metropolitan Council to identify each agency's responsibilities as they relate to CP 2111000 at an estimated receivable of \$325,000 from the Metropolitan Council (\$300,000 in the Capital Budget and \$25,000 in the Operating Budget).
- Amd to the Project Budget for CP 2111000 that results in a net change of \$0 by increasing revenues from other agencies (\$300,000 from the Metropolitan Council and \$15,825 from the MBRB) and by decreasing State Aid Regular by \$315,825 to reflect each agency's financial responsibilities in the project.
- Approval of Agmt 53-40-19 (State Contract No. 1036326) authorizing the Commissioner of Transportation to serve as the county's fiscal agent in accepting \$7,000,000 in federal funds on behalf of Hennepin County as outlined in Minnesota Statute 161.36.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	11,758,000	5,750,000						17,508,000
Administrator Proposed	11,758,000	5,750,000						17,508,000
CBTF Recommended	11,758,000	5,750,000						17,508,000
Board Approved Final	11,758,000	5,750,000						17,508,000

Project Name: 2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2023

Summary:

Reconstruct Osseo Road (CSAH 152) from Penn Avenue (CSAH 2) to 49th Avenue in the City of Minneapolis.

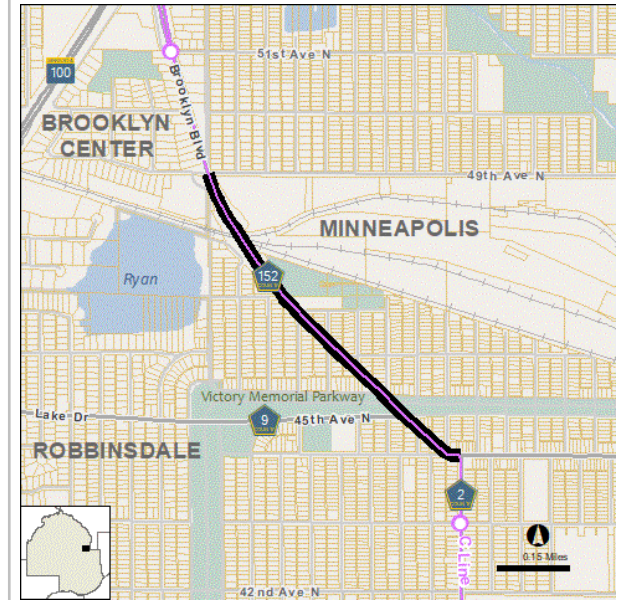
Purpose & Description:

The existing roadway (last reconstructed in the 1950s and 1960s) has reached the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in extending the useful life. The existing pavement extends over the gutter pan, diminishing the curb's ability to adequately collect water and define the roadway edge. Various sidewalk gaps exist along the corridor, providing limited mobility for people walking. A repaving project was completed in 2013 that included a new striping configuration that converted the previous four-lane roadway to a three-lane roadway with on-street facilities for people biking. Additionally, the roadway includes a relatively significant horizontal curve near Penn Avenue (CSAH 2). This design is not common for an urban area and has caused instances where people driving depart from the roadway.

The proposed project will replace the existing pavement, traffic signals, curb, sidewalks, bicycle accommodations, and storm water structures. Proven design strategies, such as raised medians and compact intersection designs, will be implemented to provide traffic calming in the area. Existing sidewalk gaps will be filled to minimize unnecessary crossings for people walking. Additionally, it is anticipated that various streetscaping elements (such as boulevards, trees, and lighting) will be introduced to promote positive user experiences along the corridor. This section of Osseo Road (CSAH 152) is the last remaining segment between I-694 and I-94 to be programmed for improvements. In addition, this project will also rehabilitate Bridge #27152 over the Canadian Pacific (CP) Railroad.

This project will complement Metro Transit's C Line Arterial Bus Rapid Transit (ABRT) service by improving first/last mile connections for people walking and biking to nearby ARBT stations.

Federal funding was awarded for this project in 2018 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	750,000		750,000	7,550,000	950,000					9,250,000
Federal - Other - Roads				2,000,000						2,000,000
Mn/DOT State Aid - Regular	1,200,000		1,200,000							1,200,000
Minneapolis	700,000		700,000	1,150,000	150,000					2,000,000
Total	2,650,000		2,650,000	10,700,000	1,100,000					14,450,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	2,100,000	257,874	1,842,126							2,100,000
Construction				8,750,000						8,750,000
Consulting	500,000	706,405	(206,405)							500,000
Contingency	50,000		50,000	1,950,000	1,100,000					3,100,000
Total	2,650,000	964,279	1,685,721	10,700,000	1,100,000					14,450,000

Project Name: 2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Ave	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	2,650,000	10,700,000	1,100,000					14,450,000
Administrator Proposed	2,650,000	10,700,000	1,100,000					14,450,000
CBTF Recommended	2,650,000	10,700,000	1,100,000					14,450,000
Board Approved Final	2,650,000	10,700,000	1,100,000					14,450,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - Q2 2019
Design	Q3 2019 - Q4 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q4 2024
Completion	Q2 2025

Board Resolutions / Supplemental Information:

Project Budget Notes:
This project must be authorized by June 30, 2022 to avoid jeopardizing federal funds.

Appropriated \$2,650,000 in County Bonds that were previously programmed in the Penn Avenue Community Works Capital Project (CP 1001560). These funds are intended to complement CP 2174100 for enhanced streetscape, pedestrian, and safety improvements along Osseo Road (CSAH 152) as recommended by the Penn Avenue Vision and Implementation Framework Plan (completed in 2016).

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The removal of approximately 0.97 lane miles and one traffic signal from the county roadway system is estimated to retain \$15,200 annually. In addition, maintenance responsibilities of the new protected bikeway will be assigned to another agency as part of a cooperative agreement. The current cost to maintain the existing bridge structure over the CP Railroad is approximately \$7,400 each year. These costs are expected to significantly decrease upon completion of this project.

BAR 19-0354 (adopted 09/24/2019) authorized:

- Neg of a work authorization under Master Agreement A177657 with AECOM, Inc., for roadway design activities at an amount NTE \$410,000 to be financed with the current Project Budget for CP 2174100.
- Current and future budget authority for the county's Osseo Road Bridge Rehabilitation Project to rehabilitate Bridge # 27152 along Osseo Road (CSAH 152) over the Canadian Pacific (CP) Railroad (previously Capital Project 2176500) has been transferred to this larger reconstruction project.

Changes from Prior CIP:

- Project Budget increased by \$0.8 million from \$13.7 million to \$14.5 million to finance the rehabilitation of Bridge #27152 over the CP Railroad (previously tracked under CP 2176500)
- Consulting activities decreased by \$1.0 million from \$1.5 million to \$0.5 million since construction administration will be performed by Transportation Project Delivery
- Construction activities increased by \$0.3 million from \$8.5 million to \$8.8 million
- Contingency activities increased by \$1.5 million from \$1.6 million to \$3.1 million

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,000,000	1,650,000	9,000,000	2,000,000				13,650,000
Administrator Proposed	1,000,000	1,650,000	9,000,000	2,000,000				13,650,000
CBTF Recommended	1,000,000	1,650,000	9,000,000	2,000,000				13,650,000
Board Approved Final	1,000,000	1,650,000	9,000,000	2,000,000				13,650,000

Project Name: 2176400 CSAH 152 - Replace Bridge #91333 over Bassett Creek
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2024

Summary:

Replace Bridge #91333 along Washington Avenue N (CSAH 152) over Bassett Creek in the City of Minneapolis.

Purpose & Description:

The existing structure (built in 1923) consists of a concrete masonry arch that is entirely buried underneath Washington Avenue N (CSAH 152). It is classified as structurally deficient based on the condition of its primary structural elements. The nearly 100-year old structure is experiencing advanced deterioration along its walls and arch, especially near the waterline. In addition, there is evidence of spalling in between the masonry blocks. This structure is nearing the end of its useful life, therefore, a capital project is being recommended as routine maintenance activities are no longer cost effective in extending its useful life.

At this time, the specific type of improvement has not yet been identified. County staff will explore potential options to preserve the existing structure as part of the project development process. This alternative may be preferred as it would minimize disruptions to the travelling public.

The structure is located in the active North Loop Neighborhood of Minneapolis, where Washington Avenue N (CSAH 152) serves as critical connection to Downtown Minneapolis. This area is experiencing rapid re-development that includes a mix of residential, commercial, and business uses. Therefore, it's critical to preserve the condition of this structure to ensure mobility for people using transit, walking, biking, and driving along the corridor.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Mn/DOT State Aid - Regular	50,000		50,000	240,000	360,000	3,900,000				4,550,000
Total	50,000		50,000	240,000	360,000	3,900,000				4,550,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				40,000	60,000					100,000
Construction						3,100,000				3,100,000
Consulting	50,000		50,000	200,000	200,000	300,000				750,000
Contingency					100,000	500,000				600,000
Total	50,000		50,000	240,000	360,000	3,900,000				4,550,000

Project Name: 2176400 CSAH 152 - Replace Bridge #91333 over Bassett Creek	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	50,000	240,000	360,000	3,900,000				4,550,000
Administrator Proposed	50,000	240,000	360,000	3,900,000				4,550,000
CBTF Recommended	50,000	240,000	360,000	3,900,000				4,550,000
Board Approved Final	50,000	240,000	360,000	3,900,000				4,550,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2020 - 2021
Design	Q1 2022 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q3 2024
Completion	Q2 2025

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation by replacing a culvert that is nearing the end of its useful life in an effort to ensure access and mobility for all modes traveling across Bassett Creek. This is especially important as the project is located in an area that includes relatively high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing bridge assets in-kind.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		50,000	240,000	360,000	3,900,000			4,550,000
Administrator Proposed		50,000	240,000	360,000	3,900,000			4,550,000
CBTF Recommended		50,000	240,000	360,000	3,900,000			4,550,000
Board Approved Final		50,000	240,000	360,000	3,900,000			4,550,000

Project Name: 2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2014
Funding Completion: 2024

Summary:

Reconstruct Lowry Avenue NE (CSAH 153) from Washington Street NE to Johnson Street NE in the City of Minneapolis.

Purpose & Description:

The existing roadway (last reconstructed in 1968) is nearing the end of its useful life and warrants replacement. The pavement currently extends over the gutter pan, reducing the safety and drainage benefits provided by the curb. Furthermore, the sidewalk facilities are located immediately adjacent to the roadway, includes various obstructions within the walking route (such as fire hydrants, utility poles, and signs), and includes many pedestrian ramps that do not meet current ADA design standards. These sidewalk characteristics result in poor accommodations for people walking, especially those with limited mobility.

Housing and Economic Development completed the Lowry Avenue NE Framework Plan in 2015 that identified corridor needs in terms of mobility and development potential. There were two main themes that ensued from the study. First, the need to create a more pedestrian friendly environment, and second, to make significant improvements at both the University Avenue NE (TH 47) and Central Avenue NE (TH 65) intersections.

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that a boulevard area will be introduced to accomplish the following: provide space for streetscaping elements, separate people walking from people driving, and provide adequate space for signs and snow storage. Staff is currently analyzing various roadway configurations to determine the recommended environment to accommodate users. Additionally, this project would make improvements to the Central Avenue NE (TH 65) intersection, which was identified as a top priority from the Lowry Avenue NE Framework Plan. This project is Phase 1 (of 2) of capital improvements recommended for the Lowry Avenue NE corridor and is related to Capital Project 2140800.

At this time, Housing and Economic Development is currently working with the City of Minneapolis to complete land acquisition activities at the Lowry Avenue NE/Central Avenue NE (TH 65) intersection that are necessary to improve safety and mobility for all users.

Federal funding was awarded for this project in 2018 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	430,000		430,000	600,000	200,000	2,300,000				3,530,000
Federal - Other - Roads					7,000,000					7,000,000
Mn/DOT State Aid - Regular	800,000		800,000	600,000	2,600,000	1,700,000				5,700,000
Minneapolis	200,000		200,000	600,000	400,000	1,000,000				2,200,000
Total	1,430,000		1,430,000	1,800,000	10,200,000	5,000,000				18,430,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	400,000		400,000	800,000						1,200,000
Construction					8,000,000	4,000,000				12,000,000
Consulting	600,000	571,378	28,622		1,200,000					1,800,000
Contingency	430,000		430,000	1,000,000	1,000,000	1,000,000				3,430,000
Total	1,430,000	571,378	858,622	1,800,000	10,200,000	5,000,000				18,430,000

Project Name: 2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	Funding Start: 2014
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,430,000	1,800,000	10,200,000	5,000,000				18,430,000
Administrator Proposed	1,430,000	1,800,000	10,200,000	5,000,000				18,430,000
CBTF Recommended	1,430,000	1,800,000	10,200,000	5,000,000				18,430,000
Board Approved Final	1,430,000	1,800,000	10,200,000	5,000,000				18,430,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2014 - 2019
Design	Q1 2020 - Q4 2023
Bid Advertisement	Q1 2024
Construction	Q2 2024 - Q4 2025
Completion	Q2 2026

Board Resolutions / Supplemental Information:

Project Budget Notes:
This project must be authorized by June 30, 2023 to avoid jeopardizing federal funds.

Appropriated \$2,030,000 in county bonds that were previously programmed in the Lowry Avenue NE Community Works Capital Project (CP 1001648). These funds are intended to complement CP 2140900 for bicycle, pedestrian, and drainage improvements to better accommodate future development opportunities along Lowry Avenue NE (CSAH 153) as recommended by the Lowry Avenue NE Corridor Plan and Implementation Framework that was completed in 2015.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households and people with limited mobility.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	630,000	800,000	1,800,000	10,200,000	5,000,000			18,430,000
Administrator Proposed	630,000	800,000	1,800,000	10,200,000	5,000,000			18,430,000
CBTF Recommended	630,000	800,000	1,800,000	10,200,000	5,000,000			18,430,000
Board Approved Final	630,000	800,000	1,800,000	10,200,000	5,000,000			18,430,000

Project Name: 2180300 CSAH 153 - Lowry Ave Bikeway fr 3rd St N to 2nd St N
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2017
Funding Completion: 2018

Summary:

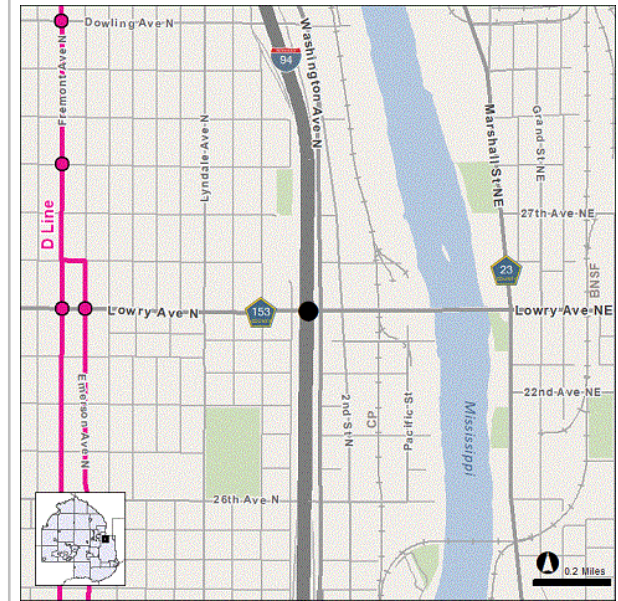
Multimodal improvements along Lowry Avenue N (CSAH 153) from 2nd Street N to 3rd Street N in the City of Minneapolis.

Purpose & Description:

This section of Lowry Avenue N (CSAH 153) is currently a four-lane undivided roadway with sidewalk provided on both sides, however, no dedicated facilities for people biking currently exist. This segment of Lowry Avenue (CSAH 153) is recognized in Hennepin County's 2040 Bicycle Transportation Plan as a bike gap since the nearby segments to both the west and east include dedicated bikeway facilities that were introduced as part of recent capital projects. It is desired to provide separation among transportation modes since each user group is likely travelling at vastly different speeds due to the surrounding topography that includes relatively steep grades along Lowry Avenue N (CSAH 153).

Housing and Economic Development completed the Lowry Avenue Corridor Plan in 2002. This plan guided design elements included in the reconstruction of Lowry Avenue N from Theodore Wirth Parkway to 3rd Street North that was completed in two phases in the mid-2000s. Capital improvements were intentionally terminated at 3rd Street North as the existing I-94 Bridge would require replacement to accommodate the desired roadway configuration given its limited width. This project presents an opportunity to address this barrier for people biking and promote connections between North and Northeast Minneapolis.

The proposed project will introduce bikeway facilities along Lowry Avenue N. Further evaluation is needed to determine the appropriate design for facilities (on-road versus off-road), since there is limited right of way available. Staff anticipates the following elements will be included with the project: catch basin upgrades, signing modifications, traffic signal revisions, and ADA upgrades. Upon completion, this project will connect people biking from North Minneapolis to Northeast Minneapolis via the Lowry Avenue Bridge over the Mississippi River.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	500,000	500,000								500,000
Total	500,000	500,000								500,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	100,000		100,000							100,000
Construction	300,000		300,000							300,000
Consulting	100,000		100,000							100,000
Total	500,000		500,000							500,000

Project Name: 2180300 CSAH 153 - Lowry Ave Bikeway fr 3rd St N to 2nd St N	Funding Start: 2017
Major Program: Public Works	Funding Completion: 2018
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	500,000							500,000
Administrator Proposed	500,000							500,000
CBTF Recommended	500,000							500,000
Board Approved Final	500,000							500,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2019
Design	Q1 2020 - TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Board Resolutions / Supplemental Information:

Project Budget Notes:
 The Lowry Avenue Corridor Community Works Capital Project (CP 0031588) has financed significant investments for the Lowry Avenue North corridor since the 2000s. Remaining funds within that project were reserved to provide an interim solution for people biking at the I-94 Bridge. Since Transportation Project Delivery is responsible for leading design and construction administration activities for the county's roads and bridges, a 2-million series Capital Project Number (2180300) was assigned to this Capital Project for administrative purposes.

BAR 17-0258 (adopted on 07/18/2017) approved:

- Introduction of CP 1005238 (Lowry Corridor Bike Infrastructure) as a project in the 2017 Capital Budget with a Project Budget of \$500,000.
- Transfer of \$500,000 in Property Tax from CP 0031588 to CP 1005238.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	500,000							500,000
Administrator Proposed	500,000							500,000
CBTF Recommended	500,000							500,000
Board Approved Final	500,000							500,000

Project Name: 2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2025

Summary:

Reconstruct Lowry Avenue NE (CSAH 153) from Marshall Street NE (CSAH 23) to Washington Street NE in the City of Minneapolis.

Purpose & Description:

The existing roadway (last reconstructed in 1962) is nearing the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in preserving assets. The roadway was originally constructed as concrete pavement that has since received bituminous overlays on its concrete surface. These conditions are undesirable as they result in premature cracking in the pavement surface at pre-existing joints; creating an unpleasurable experience for people biking, rolling, and driving. Also, the sidewalk facilities are located immediately adjacent to the roadway, include various obstructions within the walking route (such as fire hydrants, utility poles, and signs), and include many pedestrian ramps that do not meet current ADA design standards. These sidewalk characteristics result in poor accommodations for people walking, especially those with limited mobility. Furthermore, there is an existing Burlington Northern Santa Fe (BNSF) Railroad bridge that extends over Lowry Avenue NE (CSAH 153) near 7th Street NE. The bridge structure presents a constrained environment as it only provides enough space underneath for one vehicle lane in each direction, resulting in an undesirable convergence of vehicle lanes.

Housing and Economic Development completed the Lowry Avenue NE Framework Plan in 2015 that identified corridor needs in terms of mobility and development potential. Two main themes ensued from the study. First, the need to create a more pedestrian friendly environment; and second, to make improvements at the University Avenue NE (TH 47) and Central Avenue NE (TH 65) intersections.

The proposed project will include new pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. It is anticipated that a boulevard area will be constructed to accomplish the following: provide space for streetscaping elements, separate people walking from people driving, and provide adequate space for signs and snow storage. Staff is currently analyzing various roadway configurations to determine the recommended environment to accommodate the competing needs for space. Additionally, this project would include improvements to the University Avenue (TH 47) intersection, which was identified as a priority from the Lowry Avenue NE Framework Plan. This project is Phase 2 (or 2) of capital improvements recommended for the Lowry Avenue NE corridor and is related to Capital Project 2140900.

Federal funding was awarded for this project in 2020 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads							3,440,000			3,440,000
Federal - Other - Roads							7,000,000			7,000,000
Mn/DOT State Aid - Regular				300,000	850,000	1,750,000				2,900,000
Minneapolis					350,000	800,000	860,000			2,010,000
Total				300,000	1,200,000	2,550,000	11,300,000			15,350,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way					600,000	1,400,000				2,000,000
Construction							9,000,000			9,000,000
Consulting				300,000	400,000	650,000				1,350,000
Contingency					200,000	500,000	2,300,000			3,000,000
Total				300,000	1,200,000	2,550,000	11,300,000			15,350,000

Project Name: 2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		300,000	1,200,000	2,550,000	11,300,000			15,350,000
Administrator Proposed		300,000	1,200,000	2,550,000	11,300,000			15,350,000
CBTF Recommended		300,000	1,200,000	2,550,000	11,300,000			15,350,000
Board Approved Final		300,000	1,200,000	2,550,000	11,300,000			15,350,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2014 - 2021
Design	Q1 2022 - 2024
Bid Advertisement	Q1 2025
Construction	Q2 2025 - Q4 2026
Completion	Q2 2027

Board Resolutions / Supplemental Information:

Project Budget Notes:
This project must be authorized by June 30, 2025 to avoid jeopardizing federal funds.

Appropriated \$2,650,000 in county bonds that were previously programmed in the Lowry Avenue NE Community Works Capital Project (CP 1001648). These funds are intended to complement CP 2140800 for bicycle, pedestrian, and drainage improvements to better accommodate future development opportunities along Lowry Avenue NE (CSAH 153) as recommended by the Lowry Avenue NE Corridor Plan and Implementation Framework (completed in 2015).

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation. This is especially important as the project is located in an area that includes high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

- Changes from Prior CIP:**
- Project Budget decreased by \$2.4 million from \$17.8 million to \$15.4 million based on revised Engineer's Estimate
 - Secured \$7.0 million in federal funds through the 2020 Regional Solicitation to reduce local costs
 - Consulting activities decreased by \$1.1 million from \$2.5 million to \$1.4 million since construction administration will be performed by Transportation Project Delivery
 - Construction activities decreased by \$1.0 million from \$10.0 million to \$9.0 million
 - Contingencies decreased by \$0.7 million from \$3.7 million to \$3.0 million

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000
Administrator Proposed			300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000
CBTF Recommended			300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000
Board Approved Final			300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000

Project Name: 217600 CSAH 158 - Replace Bridge #4510 over CP Rail
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2024

Summary:

Replace Bridge #4510 along Vernon Avenue (CSAH 158) over the Canadian Pacific (CP) Railroad in the City of Edina.

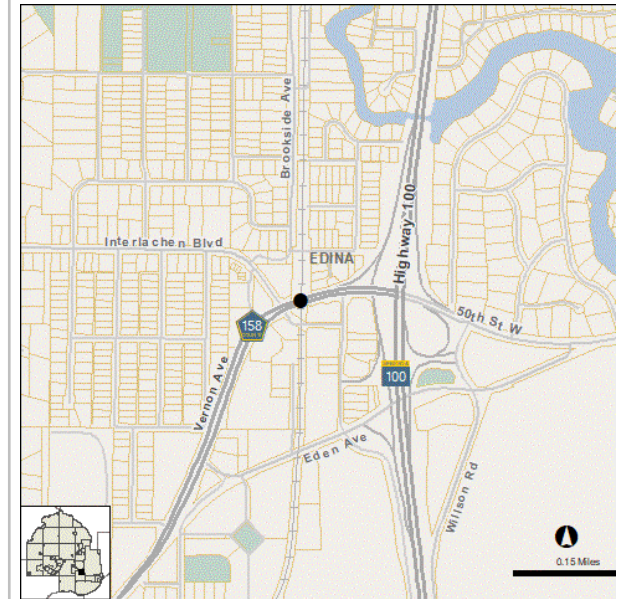
Purpose & Description:

The existing bridge (built in 1927) is classified as structurally deficient based on the condition of its primary structural elements. The current design consists of a three-span concrete slab that crosses the CP Railroad. The concrete slab is exhibiting cracking and spalls, causing deterioration of the steel reinforcement. Weight restrictions were introduced in 2014, based on the results of a routine inspection, which prohibit certain types of commercial vehicles. Additionally, the existing roadway environment on the bridge deck lacks dedicated accommodations for people walking and biking, creating a feeling of discomfort for non-motorized users. This bridge serves as a critical link between Edina and Minneapolis, with nearby access to TH 100 from Vernon Avenue (CSAH 158). If this bridge is not replaced, the structure will continue to deteriorate, and the current weight restrictions will likely require modification.

In 2015, the City of Edina completed the Grandview District Transportation Study that recommended near-term and long-term improvements for the area surrounding Vernon Avenue (CSAH 158) near TH 100. This project presents an opportunity to advance recommendations from that study.

It is anticipated that the new bridge will include a design that not only achieves a 75-year service life, but one that also improves both safety and mobility for all users. This project presents an opportunity to revise the nearby intersections at Interlachen Boulevard and TH 100 Southbound Ramps given their close proximity to the bridge. The feasibility of the following intersection design strategies will be explored as part of the project development process: dedicated turn lanes, ADA upgrades, boulevard space, and channelized turn island removal. It should be noted that the existing project area includes various constraints, which will likely impact the final design selected.

Federal funding was awarded for this project in 2018 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads					4,000,000	1,000,000				5,000,000
Federal - Other - Roads					7,000,000					7,000,000
Mn/DOT State Aid - Regular	2,500,000		2,500,000	1,300,000						3,800,000
Total	2,500,000		2,500,000	1,300,000	11,000,000	1,000,000				15,800,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	800,000	6,000	794,000	1,200,000						2,000,000
Construction					10,000,000					10,000,000
Consulting	1,300,000	1,724,408	(424,408)							1,300,000
Contingency	400,000		400,000	100,000	1,000,000	1,000,000				2,500,000
Total	2,500,000	1,730,408	769,592	1,300,000	11,000,000	1,000,000				15,800,000

Project Name: 2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2024
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	2,500,000	1,300,000	11,000,000	1,000,000				15,800,000
Administrator Proposed	2,500,000	1,300,000	11,000,000	1,000,000				15,800,000
CBTF Recommended	2,500,000	1,300,000	11,000,000	1,000,000				15,800,000
Board Approved Final	2,500,000	1,300,000	11,000,000	1,000,000				15,800,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	Q1 2020 - Q4 2022
Bid Advertisement	Q1 2023
Construction	Q1 2023 - Q4 2023
Completion	Q2 2024

Board Resolutions / Supplemental Information:

This project must be authorized by June 30, 2023 to avoid jeopardizing federal funds.

BAR 20-0082 (adopted on 03/10/2020) authorized:

- Neg of a work authorization under Master Agmt A178136 with TKDA, Inc. at a NTE amount of \$600,000 for preliminary design engineering services as they relate to CP 2176600 to be financed with State Aid Regular available within the current Project Budget

BAR 21-0330 (adopted on 9/7/2021)

- Neg of authorization under Master Agmt PR00002802 with TKDA, Inc. at a NTE amount of \$1,100,000 to provide final design engineering services as they relate to CP 2176600 to be financed with State Aid Regular within the current Project Budget.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility for multi-modal transportation facilities. This project will replace a bridge that is nearing the end of its useful life in an effort to retain access over the CP Railroad for all modes.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing bridge, drainage, roadside, roadway, and traffic assets in-kind. The current cost to maintain this structure is approximately \$1,000 each year. These costs are expected to significantly decrease upon completion of this project.

Changes from Prior CIP:

- Project Budget decreased by \$1.0 million from \$16.8 million to \$15.8 million to retain State Aid Regular
- Consulting activities decreased by \$1.0 million from \$2.3 million to \$1.3 million since construction administration will be performed by Transportation Project Delivery

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,000,000	1,500,000	1,300,000	13,000,000				16,800,000
Administrator Proposed	1,000,000	1,500,000	1,300,000	13,000,000				16,800,000
CBTF Recommended	1,000,000	1,500,000	1,300,000	13,000,000				16,800,000
Board Approved Final	1,000,000	1,500,000	1,300,000	13,000,000				16,800,000

Project Name: 2164400 Advanced Traffic Management System (ATMS)
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2017
Funding Completion: 2023

Summary:

Provide funding to replace unsupported, 25-year old traffic management equipment and dial-up modem communications with current traffic signal technology and fiber optic communication. These improvements will maximize available capacity of the existing county transportation system and improve operations and customer service while strategically increasing the reach of the county's fiber optic network.

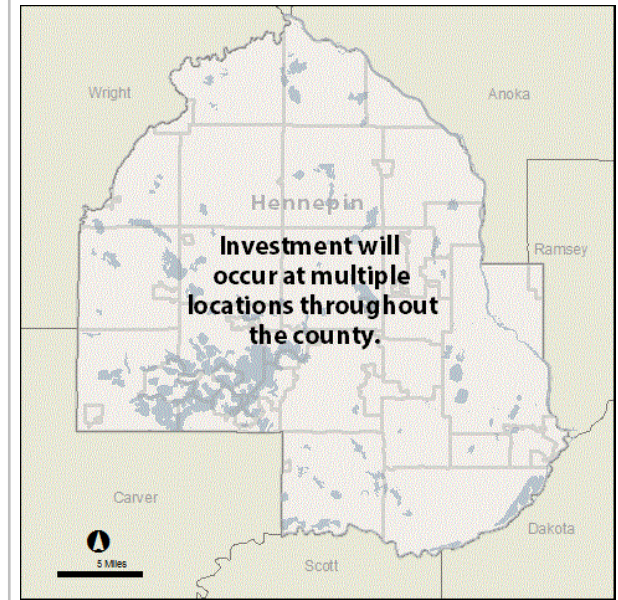
Purpose & Description:

A total of 961 traffic signals along county roadways are operated and maintained by city, county, and state agencies as outlined in various agreements. These shared responsibilities leverage available resources and expertise to effectively operate and maintain traffic signals along the county's transportation system. The communication of traffic signal systems (talking to one another) is critical in providing safe, efficient, and reliable transportation. The focus of Advanced Transportation Management System (ATMS) funding is to introduce current technology to 454 of the traffic signals that Hennepin County maintains and operates with internal staff. To date, connections to 253 traffic signals have been completed.

Typical components of ATMS projects include high speed fiber optic communications, transportation management cameras, traffic signal controller and cabinet updates, wireless modem communication, ITS initiatives, system performance measures, testing, and training. The ATMS technology provides efficient coordination of traffic information across jurisdictional boundaries to minimize delays to people travelling along the county's vast transportation network.

ATMS will ensure reliable and redundant communications to traffic signal infrastructure via a secured network. This will enable responsive signal timing that adapts to daily variances in traffic activity. Once the initial buildout and implementation of ATMS is completed, strategic updates will continually be introduced to remain current with the latest technologies. This is key to sustaining efficient mobility along the county's transportation system.

The fiber optic routing to provide ATMS is coordinated with County IT and Community Connectivity to further benefit Hennepin County by providing a fiber network that includes redundant pathways for other county business lines to access.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	13,992,000	13,501,068	490,932							13,992,000
Federal - Other - Roads	3,258,000	1,419,094	1,838,906							3,258,000
Total	17,250,000	14,920,162	2,329,838							17,250,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way		245,131	(245,131)							
Construction	12,390,000	15,639,694	(3,249,694)							12,390,000
Consulting	925,000	(245,131)	1,170,131							925,000
Other Costs	3,935,000	647,326	3,287,674							3,935,000
Total	17,250,000	16,287,020	962,980							17,250,000

Project Name: 2164400 Advanced Traffic Management System (ATMS)	Funding Start: 2017
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	17,250,000							17,250,000
Administrator Proposed	17,250,000							17,250,000
CBTF Recommended	17,250,000							17,250,000
Board Approved Final	17,250,000							17,250,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2016
Design	On-Going
Bid Advertisement	On-Going
Construction	On-Going
Completion	TBD

Board Resolutions / Supplemental Information:

Project Budget Notes: The Advanced Transportation Management System (ATMS) project #2164400 has been heavily coordinated with IT Community Connectivity (CC) project #1002166 since its initial funding in 2017. The two projects together have established a Hennepin County fiber optic backbone of approximately 225 miles with greater than 70% of that network established by the ATMS project. The resulting network currently serves numerous Hennepin County needs across the county's business lines and positions the county well to tackle current and future connectivity and the digital divide priorities.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action and disparity reduction efforts by providing mobility, safety, and connectivity improvements throughout Hennepin County.

Operating Budget: Staff anticipates that the annual cost for software, wireless fees, and staff will total approximately \$150,000. In addition, discussions regarding annual network costs are ongoing as the fiber optic network provides benefits to multiple business lines across Hennepin County.

This project remains on budget and is approximately 80% complete with 20% of the project outstanding. The outstanding work, which is spread throughout the system, will fill in gaps to connect remaining un-connected signals and provide the fiber optic network integrity that was intentionally designed into the backbone.

2022 priorities: 25-miles of fiber optic communications and associated network equipment

2023 priorities: 20-miles of fiber optic communication and associated network equipment

BAR 17-0481 (adopted 11/28/2017) authorized:

- Changes from Prior CIP:**
- Project Budget decreased by \$6.0 million from \$23.3 million to \$17.3 million to preserve County Bonds
 - Consulting activities decreased by \$0.2 million from \$1.1 million to \$0.9 million
 - Consulting activities decreased by \$0.2 million from \$1.1 million to \$0.9 million
 - Other costs decreased by \$1.0 million from \$4.9 million to \$3.9 million

- The Commissioner of Transportation to serve as the county's fiscal agent in receiving federal funds for CP 2164400.
 - Agmt PW 64-40-17 with MnDOT for the purchase of ATMS Software at an estimated cost of \$125,000 to be financed with \$112,500 in Federal funds and \$12,500 from the Transportation Operations Operating Budget.
- BAR 21-0250 (adopted 7/13/2021) authorized:
- Execute Amd 1 to Agmt PW 64-40-17 with MnDOT (State Contract No. 1028610) to increase the cost of CP 2164400 by \$747,291 from \$125,000 to \$872,291
 - The estimated county cost to complete this project is \$87,229 to be financed through county bonds. The estimated receivable total is \$785,062 in federal funding.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	17,250,000		3,500,000	2,500,000				23,250,000
Administrator Proposed	17,250,000		3,500,000	2,500,000				23,250,000
CBTF Recommended	17,250,000		3,500,000	2,500,000				23,250,000
Board Approved Final	17,250,000		3,500,000	2,500,000				23,250,000

Project Name: 2176000 Metro Transit D Line - Locally Requested Scope
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2022

Summary:

Locally requested intersection improvements at six locations along the proposed D Line Arterial Bus Rapid Transit (ABRT) service in the City of Minneapolis.

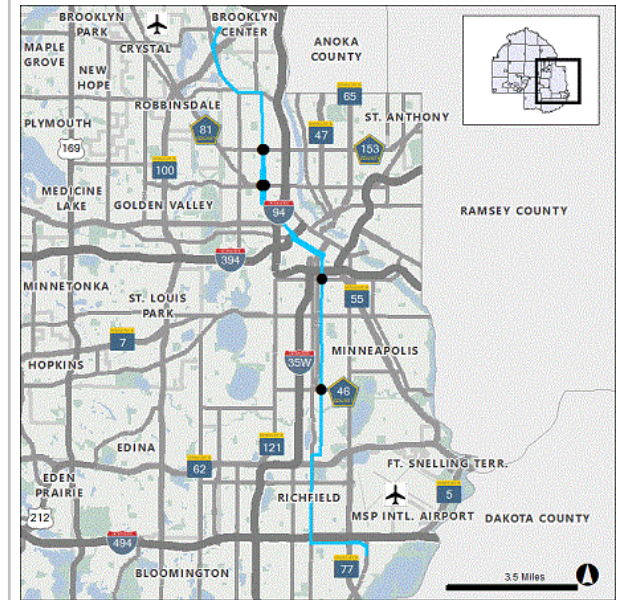
Purpose & Description:

Metro Transit is planning to introduce Arterial Bus Rapid Transit (ABRT) service along existing Route 5 (nicknamed the D Line) to provide faster and more reliable transit service to customers. Service will primarily extend along Chicago Avenue and Portland Avenue (CSAH 35) in Bloomington, Richfield, and South Minneapolis; and then utilize Emerson Avenue, Fremont Avenue, and Brooklyn Boulevard (CSAH 152) in North Minneapolis and Brooklyn Center. In total, the D Line will construct approximately 40 ABRT stations, many of which will impact intersections that include a county roadway. Each ABRT station will likely include specific features (such as shelters, message boards, and automatic ticket machines) that provide a positive customer experience. Additionally, as part of the D Line ABRT project, pedestrian facilities will be upgraded in quadrants that include an ABRT station (typically in two out of the four quadrants). As a result, a need exists to introduce similar upgrades in the remaining two quadrants to ensure the accessibility and comfort of people walking.

This project provides funding to bring about additional improvements at the following locations that include a D Line ABRT station. Specific improvements are anticipated to include ADA upgrades, curb extensions, and/or traffic signal modifications; as determined to be feasible. These improvements are key to ensuring that ABRT stations are accessible for all people; especially those with limited mobility. County staff will participate in the project development process for the overall D Line ABRT project to ensure project success.

- Franklin Avenue (CSAH 5) at Chicago Avenue in Minneapolis
- 46th Street (CSAH 46) at Chicago Avenue in Minneapolis
- West Broadway Avenue (CSAH 81) at Emerson Avenue in Minneapolis
- West Broadway Avenue (CSAH 81) at Fremont Avenue in Minneapolis
- Lowry Avenue N (CSAH 153) at Emerson Avenue in Minneapolis
- Lowry Avenue N (CSAH 153) at Fremont Avenue in Minneapolis

It should be noted that these funds are not intended to replace the direct funding responsibilities of other agencies for the overall D Line ABRT Project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	200,000	200,000								200,000
Bonds - GO Roads	209,400	100,870	108,530							209,400
Federal - Other - Roads	534,600		534,600							534,600
Mn/DOT State Aid - Regular	400,000		400,000	2,000,000						2,400,000
Total	1,344,000	300,870	1,043,130	2,000,000						3,344,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	150,000	47	149,953	115,000						265,000
Construction	594,000	2,001,766	(1,407,766)	1,150,000						1,744,000
Consulting	350,000	65,152	284,848	285,000						635,000
Contingency	250,000		250,000	450,000						700,000
Total	1,344,000	2,066,964	(722,964)	2,000,000						3,344,000

Project Name: 2176000 Metro Transit D Line - Locally Requested Scope	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,344,000	2,000,000						3,344,000
Administrator Proposed	1,344,000	2,000,000						3,344,000
CBTF Recommended	1,344,000	2,000,000						3,344,000
Board Approved Final	1,344,000	2,000,000						3,344,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2018
Design	Q3 2019 - Q4 2020
Bid Advertisement	Q1 2021
Construction	Q2 2021 - Q3 2022
Completion	Q4 2022

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities and connections to D-Line arterial bus rapid transit (ABRT) stations. This is especially important as the project passes through areas that include relatively high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing roadside and traffic assets in-kind.

Changes from Prior CIP:

- Project Budget increased by \$1.3 million from \$2.0 million to \$3.3 million to finance intersection improvements at Franklin Avenue (CSAH 5) at Chicago Avenue as approved by BAR 20-0336 (previously tracked under CP 2165100)

Board Resolutions / Supplemental Information:

Project Budget Notes:
 \$534,600 in federal funding was awarded to Hennepin County for safety improvements at the Franklin Avenue (CSAH 5) and Chicago Avenue intersection through the 2016 Highway Safety Improvement Program (HSIP). Metro Transit's proposed D Line BRT Project presents an opportunity to coordinate efforts; thereby, promoting administrative and construction efficiencies.

Appropriated \$600,000 in State Aid Regular within this Project Budget (CP 2176000) that was previously programmed in the Cost Participation and Partnerships Transportation Supplemental Capital Activity (CP 2183500). These funds are intended to provide a portion of the Project Budget for 2176000 to be used towards intersection control improvements at various locations along the D Line BRT service. Additionally, the 2021 spending goal for Intersection Control in CP 2183500 will be reduced by \$600,000 to reflect this appropriation.

BAR 20-0336 (adopted 09/29/2020) authorized:

- Neg of Agmt PW 36-67-20 with the Met Council to identify agency responsibilities in CP 2165100 and CP 2176000 at an estimated county cost of \$3,000,000 to be financed within the Project Budget for CP 2176000.
- Neg of Agmt PW 35-20-20 with the City of Minneapolis identify agency responsibilities in CP 2165100 and CP 2176000 at an estimated county cost of \$125,000 to be financed within the Project Budget for CP 2176000.
- Neg of Agmt PW 37-40-20 (State Contract No. 1044469) to allow the Commissioner of Transportation to serve as the county's fiscal agent in accepting federal funds in the amount of \$534,600.
- Acquisition of all property interests and to declare and dispose of any surplus ROW related to CP 2165100 and CP 2176000.
- Establishment of CP 2176000 as a project in the 2020 Capital Budget with a budget of \$450,000 consisting of \$400,000 in State Aid Regular and \$50,000 in Property Tax; these funds consist of prior budget authority for CP 2165100, therefore, they shall be transferred from CP 2165100 to CP 2176000.
- Appropriation of an additional \$2,894,000 in future capital budgets for CP 2176000 (consisting of \$150,000 in Property Tax, \$209,400 in County Bonds, \$534,600 in Federal funds, and \$2,000,000 in State Aid Regular) in lieu of any additional appropriations for CP 2165100.

BAR 20-0414 (adopted 11/03/2020) authorized:

- Approval of Agmt PW 43-23-20 with the Minneapolis Park and Recreation Board (MPRB) and the Metropolitan Council for a temporary construction easement during the period of March 1, 2021 through October 31, 2026 as part of CP 2165100 and CP 2176000 at no county cost.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	450,000		2,000,000					2,450,000
Administrator Proposed	450,000		2,000,000					2,450,000
CBTF Recommended	450,000		2,000,000					2,450,000
Board Approved Final	450,000	894,000	2,000,000					3,344,000

Project Name: 2193300 Metro Transit B Line - Locally Requested Scope
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2022
Funding Completion: 2022

Summary:

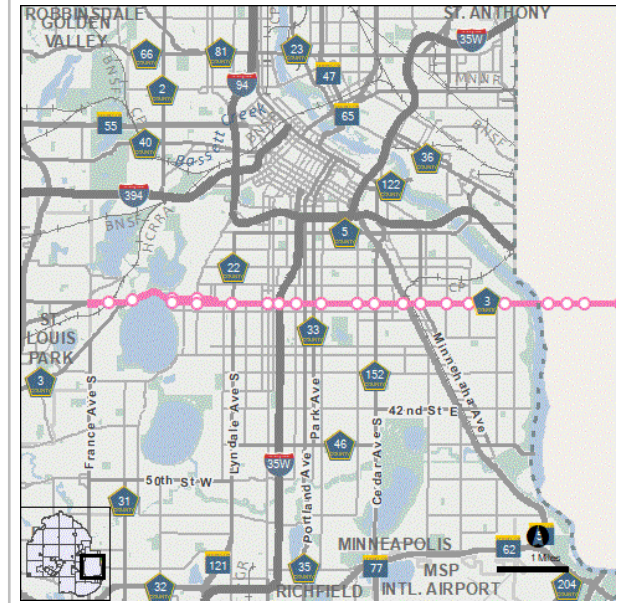
Locally requested improvements at various locations along the proposed B Line Arterial Bus Rapid Transit (ABRT) service in the City of Minneapolis.

Purpose & Description:

Metro Transit is planning to introduce Arterial Bus Rapid Transit (ABRT) service along the existing Route 21 (nicknamed the B Line) to provide faster and more reliable transit service to customers. Service will primarily extend along Lake Street (CSAH 3) and Lagoon Avenue (CSAH 43). In total, the B Line will construct approximately 18 locations along Hennepin County Roadways. Each ABRT station will likely include specific features (such as shelters, message boards, and automatic ticket machines) that provide a positive customer experience. Additionally, as part of the B Line ABRT project, pedestrian facilities will be upgraded in quadrants that include an ABRT station (typically in two out of the four quadrants). As a result, a need exists to introduce similar upgrades in the remaining two quadrants to ensure the accessibility and comfort of people walking.

The project provides funding to bring about additional improvements at locations that include a B Line ABRT station. Specific improvements are anticipated to include ADA upgrades, curb extensions, and/or traffic signal modifications as determined to be feasible. The improvements are key to ensuring that ABRT stations are accessible for all people; especially those with limited mobility. County staff will participate in the project development process for the overall B Line ABRT project to ensure project success.

It should be noted that these funds are not intended to replace the direct funding responsibilities of other agencies for the overall B Line ABRT project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				500,000						500,000
Mn/DOT State Aid - Regular				500,000						500,000
Total				1,000,000						1,000,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting				1,000,000						1,000,000
Total				1,000,000						1,000,000

Project Name: 2193300 Metro Transit B Line - Locally Requested Scope	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final		1,000,000						1,000,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - Q2021
Design	Q3 2021 - Q3 2022
Bid Advertisement	Q4 2022
Construction	2023 - 2024
Completion	2025

Board Resolutions / Supplemental Information:

Project budget notes:
 BAR 21-0346 (adopted on 12/14/21) authorized:

- CP 2193300 to be identified as a project in the 2022 Capital Budget with a project budget of \$1,000,000 comprised of \$500,000 in state aid regular and \$500,000 from the Transportation Property Tax and Land Sales Suspense Account (0039996).
- The County Administrator to negotiate an agreement with the Metropolitan Council for design engineering on the Metro Transit B Line - Locally Requested Scope between January 1, 2022 and December 31, 2025 in an amount NTE \$1,000,000.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities and connections to B-Line arterial bus rapid transit (ABRT) stations. This is especially important as the project passes through areas that include relatively high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs as the proposed project will primarily replace existing roadside and traffic assets in-kind.

Changes from Prior CIP:

- This is a new project request by County Administration for the 2022-2026 Transportation CIP to provide the county's share in design engineering for local scope improvements to complement the B Line ABRT project in Minneapolis.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2191500 Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2023

Summary:

Multimodal improvements along the Midtown Greenway between Garfield Avenue and Harriet Avenue in the City of Minneapolis.

Purpose & Description:

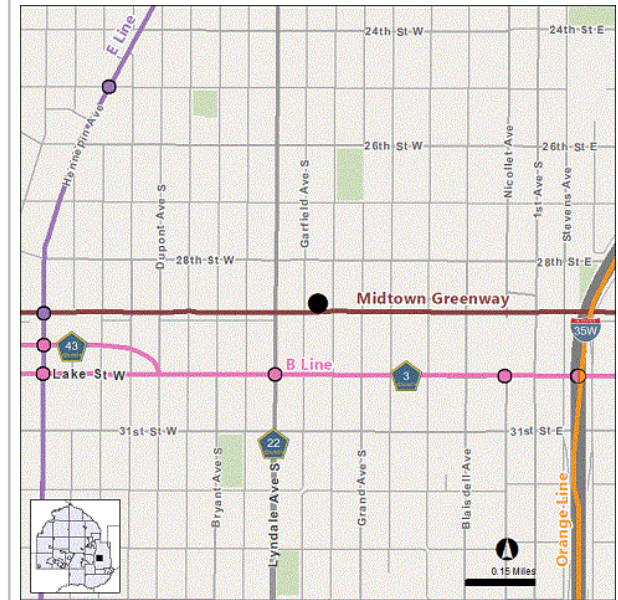
The Midtown Greenway extends 5.5 miles between the West Lake Area and the Mississippi River that provides people walking and biking with a direct east/west route that is separated from vehicle traffic. A number of north/south roadways include a bridge over the Midtown Greenway, presenting no conflict with greenway users. However, access to the greenway from north/south routes is sometimes limited due to the presence of these bridges. A 0.6 mile segment along the Midtown Greenway exists between the access points at Bryant Avenue and Nicollet Avenue, inconveniencing people walking and biking who desire to access the greenway. An unpaved route (commonly referred to as a goat trail) exists in the Soo Line Gardens between Garfield Avenue and Harriet Avenue where users frequently navigate their way to the Midtown Greenway.

In 2016, Housing and Economic Development completed the Midtown Connections Plan that evaluated existing conditions along the greenway, collected feedback from the community, and identified potential improvements in the following areas:

- Connections to the transportation network
- Neighborhood place-making
- Accessibility to key destinations
- Safety for people biking and walking

The proposed project will construct new ramp access to the Midtown Greenway between Garfield Avenue and Harriet Avenue; supporting the theme of connections to the transportation network. Given the steep terrain, retaining walls may be required to manage the surrounding topography. Additionally, special consideration will be given to the Soo Line Gardens to minimize impacts to this space as it is currently being used by the neighborhood as a community garden. The Midtown Greenway is just two blocks north of a thriving commercial corridor, known as Lake Street (CSAH 3). Therefore, it's critical to ensure that barriers are minimized along the greenway to attract people biking and walking to this area. This project will proactively make effective improvements along the Midtown Greenway to ensure user comfort and safety.

Federal funding was awarded for this project in 2018 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Federal - Other - Roads					1,120,000					1,120,000
Other - Roads	150,000		150,000	250,000	480,000					880,000
Total	150,000		150,000	250,000	1,600,000					2,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	50,000		50,000	(50,000)						0
Construction					1,400,000					1,400,000
Consulting	100,000		100,000	200,000						300,000
Contingency				100,000	200,000					300,000
Total	150,000		150,000	250,000	1,600,000					2,000,000

Project Name: 2191500 Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	150,000	250,000	1,600,000					2,000,000
Administrator Proposed	150,000	250,000	1,600,000					2,000,000
CBTF Recommended	150,000	250,000	1,600,000					2,000,000
Board Approved Final	150,000	250,000	1,600,000					2,000,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - Q3 2020
Design	Q4 2020 - Q4 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q3 2023
Completion	Q2 2024

Board Resolutions / Supplemental Information:

Project Budget Notes:

- This project must be authorized by June 30, 2023 to avoid jeopardizing federal funds
- As part of the CSA Program, contract # PR00002563 was executed with Kimley-Horn & Associates in the amount of \$142,970 that was funded from the Midtown Community Works Capital Project 0031547.
- Other- Roads Revenue includes \$367,030 from Hennepin County Housing and Economic Development. It is anticipated that \$367,030 will be transferred from the Midtown Community Works Capital Project 0031547.
- Other Revenue also includes a funding request made to the Minneapolis Park and Recreation Board in the amount of \$370,000. It is anticipated that a Cooperative Agreement will be developed to identify each agency's responsibilities as they relate to project funding.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities and connections to the Midtown Greenway. This is especially important as the project passes through areas that include relatively high percentages of no-vehicle households, people with limited mobility, and people with low income.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of the new multi-use facility are anticipated to be assigned to another agency as part of a cooperative agreement.

Changes from Prior CIP:

- Project Budget decreased by \$0.2 million from \$2.2 million to \$2.0 million based on revised Engineer's Estimate.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	50,000	100,000	250,000	1,750,000				2,150,000
Administrator Proposed	50,000	100,000	250,000	1,750,000				2,150,000
CBTF Recommended	50,000	100,000	250,000	1,750,000				2,150,000
Board Approved Final	50,000	100,000	250,000	1,750,000				2,150,000

Project Name: 2155700 77th Street Underpass at TH 77 Cedar Avenue
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2016
Funding Completion: 2018

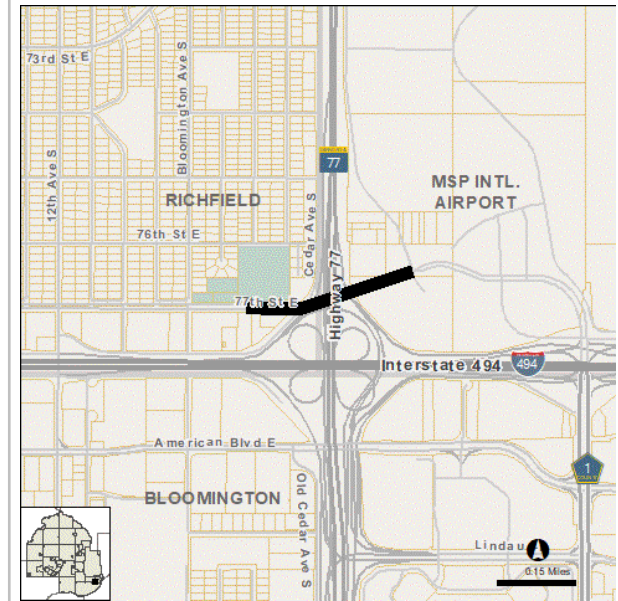
Summary:

Participate in the City of Richfield's project to extend 77th Street under TH 77 from Bloomington Avenue to Longfellow Avenue in the City of Richfield.

Purpose & Description:

The City of Richfield boundaries are primarily established by major freeways maintained by MnDOT (I-494 to the south, TH 77 to the east, and TH 62 (Crosstown) to the north). Relatively adequate access is provided along the north/south boundaries with bridges and interchanges provided at regular intervals along I-494 and TH 62, connecting users to both Bloomington and Minneapolis. However, there is relatively poor access along TH 77, as only 66th Street (CSAH 53) extends across TH 77 for the 2.3 mile segment between I-494 and Crosstown (TH 62). Additionally, the City of Richfield lacks an east/west reliever to I-494 near TH 77 that would serve a similar function as American Boulevard in Bloomington.

The proposed project will provide users with a new connection across TH 77 to access the Minneapolis-St. Paul (MSP) International Airport and the Mall of America without relying on I-494, which experiences routine congestion beyond the typical morning and evening rush hours. The new roadway will include a four-lane divided environment that includes a sidewalk facility on the south side. Additionally, a multi-use trail will be constructed on the north side that will offer a bikeway connection to both the Nine-Mile Creek Trail and the Intercity Trail that are part of Three River Park District's Regional Trail System. This 77th Street Underpass Project is the final phase needed to complete the overall 77th Street Reconstruction Project that began in the 1990s.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	6,000,000	1,500,000	4,500,000							6,000,000
Total	6,000,000	1,500,000	4,500,000							6,000,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	6,000,000	1,500,000	4,500,000							6,000,000
Total	6,000,000	1,500,000	4,500,000							6,000,000

Project Name: 2155700 77th Street Underpass at TH 77 Cedar Avenue	Funding Start: 2016
Major Program: Public Works	Funding Completion: 2018
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	6,000,000							6,000,000
Administrator Proposed	6,000,000							6,000,000
CBTF Recommended	6,000,000							6,000,000
Board Approved Final	6,000,000							6,000,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015
Design	2016 - 2020
Bid Advertisement	Q2 2021
Construction	Q3 2021 - Q4 2023
Completion	2024

Board Resolutions / Supplemental Information:

Project Budget Notes:

- In 2014, \$2,500,000 in State GO Bonds were awarded to this project through MnDOT's Local Road Improvement Program (LRIP).
- In 2015, \$10,000,000 in State GO Bonds were awarded to this project as part of the Transportation Omnibus Bill.
- In 2016, \$7,000,000 in Federal funds were awarded to this project as part of the Regional Solicitation.
- In 2020, \$6,000,000 in State GO Bonds were awarded to this project as part of the Transportation Omnibus Bill.

BAR 15-0336R2 (Adopted 12/15/2015) authorized:

- Introduction of CP 2155700 into the 2016 Capital Budget with a project budget of \$1,500,000 for right of way acquisition to be financed with county bonds.

BAR 17-0368R2 (Adopted 12/12/2017)- This BAR authorized:

- Increase of the Project Budget for CP 2155700 by \$4,500,000 from \$1,500,000 to \$6,000,000 to be financed with county bonds.
- Neg of a loan agreement with the City of Richfield from January 1, 2018 through December 31, 2028, with a principal amount NTE amount of \$4,500,000; with full repayment of principal and interest by the City of Richfield by no later than December 31, 2028.

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will provide accessibility and mobility improvements for people biking, driving, walking, and using transit. This is especially important as the project is located in an area that includes relatively high percentages of people of color and households with low incomes.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of the new underpass and multi-use trail facility are anticipated to be assigned to other agencies as part of cooperative agreements.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	6,000,000							6,000,000
Administrator Proposed	6,000,000							6,000,000
CBTF Recommended	6,000,000							6,000,000
Board Approved Final	6,000,000							6,000,000

Project Name: 2167700 TH 252 / CSAH 109 85th Avenue N interchange
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2017
Funding Completion: 2026

Summary:

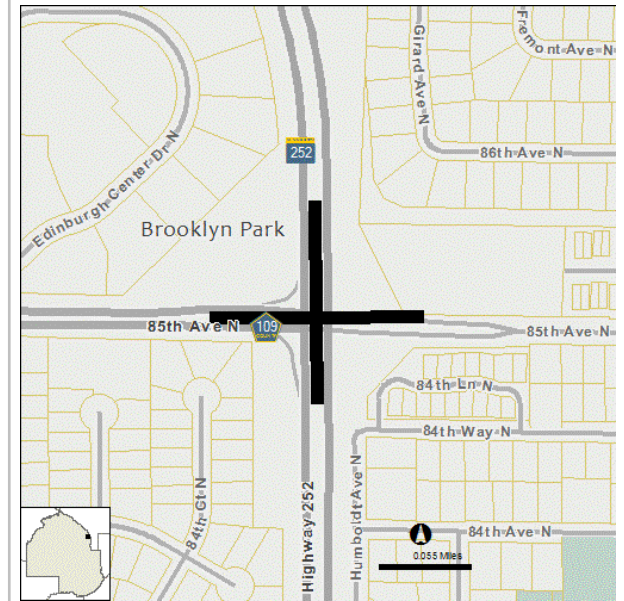
Participate in MnDOT's project to construct an interchange at the intersection of 85th Avenue (CSAH 109) and TH 252 in the City of Brooklyn Park.

Purpose & Description:

The TH 252 corridor extends for approximately 4.5 miles from I-694 to TH 610 in the Cities of Brooklyn Center and Brooklyn Park. The existing roadway serves over 50,000 vehicles daily and experiences routine crashes and congestion due to the presence of six at-grade intersections along the corridor. Two intersections rank in the Top 10 within the State's crash system based on the total cost of crashes that have occurred. Common crash types associated with the current design are rear-end and right-angle related crashes. The 85th Avenue (CSAH 109)/TH 252 intersection is the only intersection (of the six) that includes a county roadway.

The City of Brooklyn Center led a corridor study in 2016 that evaluated options to improve safety and mobility along the TH 252 corridor. Since then, MnDOT has started an environmental review to further refine alternatives recommended by the corridor study which includes efforts to complete an Environmental Impact Statement (EIS). Although still underway, the preliminary recommendations from these planning and environmental review efforts suggest that the preferred option includes the conversion of three at-grade intersections to interchanges (66th Avenue, Brookdale Drive, and 85th Avenue), and the closure of the remaining three at-grade intersections (70th Avenue, 73rd Avenue, and Humboldt Avenue). The anticipated conversion to a freeway will provide significant mobility and safety benefits for people driving along and across TH 252; specifically targeting rear-end and right-angle related crashes.

This project is directly related to Capital Project 2155600 which provided county cost participation for planning, environmental review, and design efforts along the TH 252 corridor.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	6,280,000		6,280,000							6,280,000
Federal - Other - Roads								7,000,000		7,000,000
Mn/DOT Trunk Hwy Fund	8,000,000		8,000,000							8,000,000
Brooklyn Park	5,000,000		5,000,000					1,280,000		6,280,000
Total	19,280,000		19,280,000					8,280,000		27,560,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	2,000,000		2,000,000							2,000,000
Construction	15,280,000		15,280,000					8,280,000		23,560,000
Consulting	2,000,000		2,000,000							2,000,000
Total	19,280,000		19,280,000					8,280,000		27,560,000

Project Name: 2167700 TH 252 / CSAH 109 85th Avenue N interchange	Funding Start: 2017
Major Program: Public Works	Funding Completion: 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	19,280,000					8,280,000		27,560,000
Administrator Proposed	19,280,000					8,280,000		27,560,000
CBTF Recommended	19,280,000					8,280,000		27,560,000
Board Approved Final	19,280,000					8,280,000		27,560,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2022
Design	2022 - 2025
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by improving accessibility and enhancing safety for multi-modal transportation facilities. This is especially important as the project is located in an area that includes a relatively high percentages of people with limited mobility.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of the new interchange are anticipated to be assigned to another agency as part of a cooperative agreement.

- Changes from Prior CIP:**
- Construction activities rescheduled from Program Year 2023 to Program Year 2026 to reflect the revised schedule for MnDOT's TH 252 Corridors of Commerce Project

Board Resolutions / Supplemental Information:

Project Budget Notes:

- This project must be authorized by June 30, 2026 to avoid jeopardizing federal funds.
- In 2018, \$119,000,000 in Trunk Highway Bonds were awarded through MnDOT's Corridors of Commerce Program. These funds are intended for improvements along TH 252 as recommended by the various planning efforts, with major project elements including: interchange construction, access closures, and MnPASS lanes.
- In 2018, \$7,000,000 in Federal funds were awarded for this project through the Regional Solicitation.

BAR 16-0338R1 (adopted 12/13/2016) authorized:

- Introduction of CP 2167700 as a project in the 2017 Capital Budget with a Project Budget of \$20,000,000 to be financed with \$7,000,000 in County Bonds, \$8,000,000 from MnDOT, and \$5,000,000 from the City of Brooklyn Park.
- Hennepin County staff to lead interchange design, environmental documentation, R/W acquisition, construction contract award, and construction oversight activities as they relate to CP 2167700.

BAR 18-0083R1 (adopted 03/13/2018) authorized:

- Neg of various Agmts with MnDOT, Brooklyn Park, and Brooklyn Center identifying each party's responsibilities as they relate to CP 2155600.
- Neg of Amd 1 to Agmt PW 11-66-17 with SRF Consulting for additional consulting services related to CP 2155600 at a revised cost NTE \$3,960,000.
- Amdt to the Project Budget for CP 2155600 with an increase of \$3,560,000 from \$400,000 to \$3,960,000 to be financed with \$720,000 in County Bonds, \$1,940,000 from MnDOT, \$360,000 from Brooklyn Center, and \$540,000 from Brooklyn Park.
- Transfer of \$720,000 in County Bonds from CP 2167700 to CP 2155600.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	19,280,000		635,000	7,635,000				27,550,000
Administrator Proposed	19,280,000		635,000	7,635,000				27,550,000
CBTF Recommended	19,280,000		635,000	7,635,000				27,550,000
Board Approved Final	19,280,000		635,000	7,635,000				27,550,000

Project Name: 2210400 Pavement Rehabilitation Program 2022-2026
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start:
Funding Completion: 2026

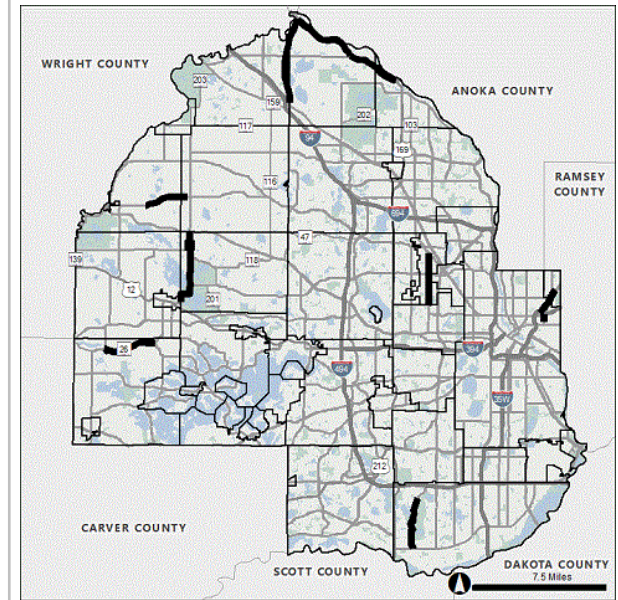
Summary:

Provide funding over a five-year period (from 2022 to 2026) for roadway rehabilitation at various locations countywide.

Purpose & Description:

Hennepin County's roadway system extends 570 miles and includes 2,200 lane miles of pavement. Pavement condition is monitored within the county's Asset Management system that provides staff with a data driven tool for prioritizing needs and identifying treatment options. The most common treatment options to repair deterioration include preservation, rehabilitation, and reconstruction. The county's 2018 Asset Management Report identified annual goals of preserving 270 lane miles, rehabilitating 20 lane miles, and reconstructing 30 lane miles. This investment approach is anticipated to maintain a pavement condition rating of fair to good, which is equivalent to the current rating.

The purpose of this capital project is to provide funding for pavement rehabilitation projects that will extend a roadway's useful life by approximately 20 years. It's anticipated one project will be administered each year across multiple roadway segments as listed on the proceeding page. In addition to pavement improvements, the proposed project will include ADA, drainage, and safety improvements to promote accessibility and mobility for multimodal users traveling along and across county roadways.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	50,000		50,000							50,000
Bonds - GO Roads				6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,350,000
Total	50,000		50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way				170,000	100,000	70,000	100,000			440,000
Construction				4,170,000	7,100,000	6,430,000	6,940,000	8,460,000		33,100,000
Consulting	50,000	150,812	(100,812)	1,870,000	460,000	480,000				2,860,000
Contingency				410,000	400,000	1,070,000	2,080,000	2,040,000		6,000,000
Total	50,000	150,812	(100,812)	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000

Project Name: 2210400 Pavement Rehabilitation Program 2022-2026	Funding Start:
Major Program: Public Works	Funding Completion: 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000
Administrator Proposed	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000
CBTF Recommended	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000
Board Approved Final	50,000	6,620,000	8,060,000	8,050,000	9,120,000	10,500,000		42,400,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On - Going
Design	On - Going
Bid Advertisement	On - Going
Construction	On - Going
Completion	2027

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This program will advance county climate action efforts by improving accessibility and safety for multimodal transportation facilities across Hennepin County.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- This is a new project request by Transportation Project Delivery for the 2022-2026 Transportation CIP to rehabilitate various roadways countywide as recommended by the county's Asset Management system
- Pavement rehabilitation projects will no longer be tracked under the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300)

Board Resolutions / Supplemental Information:

Anticipated roadway segments are listed below, which are subject to change during the project development process.

2022 candidates: (tracked under CP 2210401)

- Stinson Boulevard (CSAH 27) from 1000' N of CSAH 52 (Hennepin Ave) to 650' N of CSAH 66 (Broadway St NE) in Minneapolis
- 46th Street (CSAH 46) from Bridge #27B84 over Godfrey Pkwy to Bridge #3575 over the Mississippi River in Minneapolis
- New Brighton Boulevard (CSAH 88) from 100' S of I-35W NB Ramps to 250' S of CSAH 94 (29th Ave NE) in Minneapolis

2023 candidates: (tracked under CP 2210402)

- Baker Park Road (CSAH 19) from 100' N of Baker Park Road (CSAH 29) to TH 55 in Loretto
- Rebecca Park Trail (CSAH 50) from Greenfield Rd to 700' W of CSAH 19 in Greenfield and Corcoran

2024 candidates: (tracked under CP 2210403)

- County Road 26 (CR 26) from CSAH 92 (E JCT) to CSAH 110 in Minnetrista and Mound
- Brockton Lane (CSAH 13) from 1000' N of CSAH 81 to Diamond Lake Rd (CSAH 144) in Rogers
- Brockton Lane (CSAH 13) from Diamond Lake Road (CSAH 144) to Dayton River Road (CSAH 12) in Rogers and Dayton

2025 candidates: (tracked under CP 2210404)

- Dayton River Road (CSAH 12) from 300' N of Diamond Lake Road (CSAH 144) to Brockton Lane (CSAH 13) in Dayton
- Dayton River Road (CSAH 12) from 350' N of Colburn Street to 300' N of Diamond Lake Road (CSAH 144) in Champlin

2026 candidates: (tracked under CP 2210405)

- Douglas Drive (CSAH 102) from Medicine Lake Road (CSAH 70) to W Broadway Avenue (CSAH 8) in Crystal
- E Bush Lake Road (CSAH 28) from Old Shakopee Road (CSAH 1) to 200' S of Highwood Drive in Bloomington

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2999961 Maple Grove R of W Acquisition Reimbursement (CP 9635)
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2003
Funding Completion: Beyond 2026

Summary:

Provide funding to make payments to the City of Maple Grove over a 25-year period for right of way acquisition costs that were previously incurred by the city as part of Capital Project 2963500.

Purpose & Description:

In the 2000s, the City of Maple Grove administered the Elm Creek Boulevard (CSAH 130) Project that expanded the previous two-lane roadway to a four-lane roadway from Hemlock Lane (CSAH 61) to TH 169 in an area that's commonly referred to as the Gravel Mining Area. The purpose of that project was to upgrade the existing roadway to a suburban environment and provide a regional east/west route through the Gravel Mining Area to accommodate future development.

Hennepin County participated in the construction costs for this new roadway - \$500,000 was allocated in the 2000 Capital Budget for CP 2963500. However, at the time, Hennepin County was not a financial partner in costs associated with right of way acquisition. Instead, the City of Maple Grove financed all necessary right of way costs at the city's expense of \$2,373,113 so that the project could proceed. It should be noted that the county's typical cost participation in right of way acquisition is 50% of the expense, per the county's cost participation policy.

As a result of Capital Project 2963500, Hennepin County has received an increase in its annual State Aid apportionment from the state's Highway User Tax Distribution Fund (HUTDF). This Capital Budget Line Item has been established to make annual payments to the City of Maple Grove over a 25-year period for right of way costs that were solely burdened by the city. The 25-year term is directly related to the State Aid Needs formula managed by MnDOT that is used for determining annual apportionment amounts to cities and counties from its HUTDF.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	187,345	150,387	36,958	40,000	40,000	40,000	40,000	40,000	40,000	427,345
Total	187,345	150,387	36,958	40,000	40,000	40,000	40,000	40,000	40,000	427,345
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	186,697		186,697	40,000	40,000	40,000	40,000	40,000	40,000	426,697
Construction	648		648							648
Total	187,345		187,345	40,000	40,000	40,000	40,000	40,000	40,000	427,345

Project Name: 2999961 Maple Grove R of W Acquisition Reimbursement (CP 9635)	Funding Start: 2003
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	187,345	40,000	40,000	40,000	40,000	40,000	40,000	427,345
Administrator Proposed	187,345	40,000	40,000	40,000	40,000	40,000	40,000	427,345
CBTF Recommended	187,345	40,000	40,000	40,000	40,000	40,000	40,000	427,345
Board Approved Final	187,345	40,000	40,000	40,000	40,000	40,000	40,000	427,345

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	N/A
Design	N/A
Bid Advertisement	N/A
Construction	N/A
Completion	N/A

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project is not directly connected to any current county priorities.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP.

Board Resolutions / Supplemental Information:

Specific payment amounts to the City of Maple Grove are calculated using a formula outlined in Agreement PW 48-34-01. Each payment made to the city from Capital Project 2999961 is listed below:

Year	Amount	Year	Amount
2003	\$45,803.21	2016	\$36,161.04
2004	\$45,450.99	2017	\$35,134.66
2005	\$43,576.14	2018	\$38,431.44
2006	\$39,835.07	2019	\$38,639.49
2007	\$36,563.79	2020	\$41,901.09
2008	\$32,953.80	2021	\$36,957.82
2009	\$35,221.43	2022	TBD
2010	\$35,443.70	2023	TBD
2011	\$37,096.16	2024	TBD
2012	\$38,999.16	2025	TBD
2013	\$40,371.93	2026	TBD
2014	\$41,921.37	2027	TBD
2015	\$44,352.12		

BAR 01-0659 (adopted 10/02/2001) authorized:

- Approval of Agmts PW 27-34-00 and PW 48-34-01 with the City of Maple Grove identifying each party's responsibilities as they relate to CP 2963500.
- County cost participation in construction activities in CP 2963500 for an amount NTE \$500,000 to be financed with State Aid Regular.
- Acquisition of right-of-way necessary for CP 2963500 at an estimated cost of \$2,450,000 to be financed by the City of Maple Grove.
- An increase of \$2,450,000 to the project budget for CP 2963500 from \$500,000 to \$2,950,000 to be financed by the City of Maple Grove.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	147,345	40,000	40,000	40,000	40,000	40,000		347,345
Administrator Proposed	147,345	40,000	40,000	40,000	40,000	40,000		347,345
CBTF Recommended	147,345	40,000	40,000	40,000	40,000	40,000		347,345
Board Approved Final	147,345	40,000	40,000	40,000	40,000	40,000		347,345

Project Name: 2999971 Bottineau LRT Partnership Participation
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2026
Funding Completion: Beyond 2026

Summary:

Participate in projects complementing the potential Blue Line Light Rail Transit Extension Project throughout the Cities of Robbinsdaale, Crystal, and Brooklyn Park.

Purpose & Description:

The potential Blue Line Light Rail Transit (BLRT) Extension Project will impact various county roadways as its alignment is anticipated to extend parallel to and cross existing county roadways. In these areas, users will rely on county roadways for first/last mile connections to access BLRT stations. Bottineau Boulevard (CSAH 81) and West Broadway Avenue (CSAH 103) are anticipated to be impacted most significantly as the BLRT will operate in the middle of the roadway through a similar design as the Green Line along University Avenue in Minneapolis and St. Paul.

The purpose of this capital budget line item is to provide funding to allow cost participation with cities in projects that complement BLRT station areas. Projects will improve safety, mobility, and accessibility for people biking, driving, and walking along county roadways that will be directly be impacted by the implementation of light rail.

It should be noted that these funds are not intended to replace the direct funding responsibilities of other agencies for the overall BLRT Project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads								2,500,000	5,500,000	8,000,000
Total								2,500,000	5,500,000	8,000,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction								2,500,000	5,500,000	8,000,000
Total								2,500,000	5,500,000	8,000,000

Project Name: 2999971 Bottineau LRT Partnership Participation	Funding Start: 2026
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested						2,500,000	5,500,000	8,000,000
Administrator Proposed						2,500,000	5,500,000	8,000,000
CBTF Recommended						2,500,000	5,500,000	8,000,000
Board Approved Final						2,500,000	5,500,000	8,000,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2014 - 2015
Design	2016 - 2019
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project Budget Notes:
The following is a list of project candidates for use of this funding. These candidates are subject to change as new opportunities arise, priorities are re-evaluated, or as funding is adjusted.

- Reconstruction of West Broadway Avenue (CSAH 103) from TH 610 to 101st Avenue (estimated cost of \$4,100,000).
- Landscaping, lighting, and utility burial along West Broadway Avenue (CSAH 103) from TH 610 to 101st Avenue (estimated cost of \$900,000)
- Reconstruction of West Broadway Avenue (CSAH 130) from 71st Avenue to 74th Avenue tracked under Capital Project 2166300 (estimated cost of \$3,000,000)

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by providing funding for various capital activities that will improve accessibility, mobility, and safety improvements for people biking, driving, walking, and using transit along West Broadway Avenue (CSAH 103). This is especially important as West Broadway Avenue (CSAH 103) serves an area that includes relatively high percentages of people of color, people with disabilities, and households with no vehicles.

Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- Reappropriated \$8.0 million in County Bonds among Program Years 2026 through 2028 to align with the anticipated schedule of the BLRT Project

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000
Administrator Proposed	1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000
CBTF Recommended	1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000
Board Approved Final	1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000

Project Name: 2999968 Southwest LRT Partnership Participation
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2016
Funding Completion: 2021

Summary:

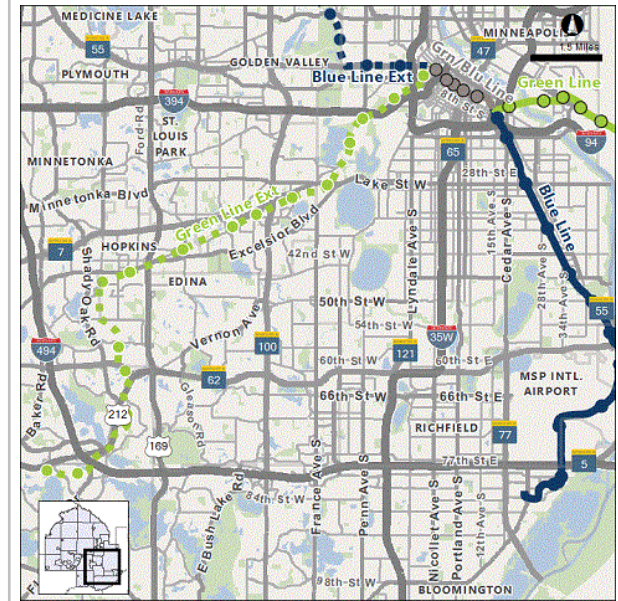
Participate in projects complementing the Green Line Extension Light Rail Transit Project throughout the Cities of Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

Purpose & Description:

The Green Line Extension Light Rail Transit (LRT) Project will impact various county roadways as its alignment crosses existing roadways. In these areas, users will rely on county roadways for first/last mile connections to access LRT stations.

The purpose of this capital budget line item is to funding to allow cost participation with cities in projects that complement LRT station areas. Projects will improve the accessibility, mobility, and safety of people biking, driving, and walking along county roadways that will be impacted by the implementation of light rail.

It should be noted that these funds are not intended to replace the direct funding responsibilities of other agencies for the overall Green Line Extension Light Rail Transit Project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Roads	4,750,000	353,997	4,396,003							4,750,000
Total	4,750,000	353,997	4,396,003							4,750,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way		149,802	(149,802)							
Construction	4,750,000		4,750,000							4,750,000
Consulting		244,714	(244,714)							
Total	4,750,000	394,516	4,355,484							4,750,000

Project Name: 2999968 Southwest LRT Partnership Participation	Funding Start: 2016
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	4,750,000							4,750,000
Administrator Proposed	4,750,000							4,750,000
CBTF Recommended	4,750,000							4,750,000
Board Approved Final	4,750,000							4,750,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2012 - 2014
Design	2015 - 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:

Project Budget Notes:
The following is a list of project candidates for use of this funding. These candidates are subject to change as new opportunities arise, priorities are re-evaluated, or as funding is adjusted.

- Reconstruction of Glenwood Avenue (CSAH 40) from Aldrich Avenue to 10th St in Minneapolis (Estimated county cost of \$4,650,000)
- Replacement of existing traffic signal systems along Flying Cloud Drive (CSAH 61) at the intersections of the I-494 Westbound Ramp and Valley View Road (CSAH 39) in Eden Prairie (Estimated county cost of \$400,000) - These funds were transferred from CP 2999968 to CP 2174800 as part of BAR 17-0016.
- Participation in a corridor study along CSAH 25 in the City of St. Louis Park (Estimated county cost of \$100,000)

Project's Effect on County Priorities and the Operating Budget:

County Priorities: This project will advance county climate action efforts by providing funding to improve accessibility, mobility, and safety improvements for people biking, driving, walking, and using transit. This is especially important as this project serves areas of the county that includes relatively high percentages of people of color, people with disabilities, households with low income, and households with no vehicles.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The removal of approximately 0.26 lane miles from the county roadway system is estimated to retain \$3,500 annually.

BAR 17-0016 (adopted 01/03/2017)- This BAR authorized:

- Neg of Amdt 1 to Agmt A142418 with the Metropolitan Council for increased flexibility as it relates to project funding for the Green Line Extension Light Rail Transit (LRT) Project.
- Neg of Agmt A166577 with the Metropolitan Council for the installation of fiber communications along the Green Line Extension LRT Project to be financed by IT Community Connectivity under CP 1000325 and CP 1002166; and construction of a multi-use trail along Flying Cloud Drive (CSAH 61) from Technology Dr to Valley View Road (CSAH 39) to be financed by Community Works under CP 0031805; with a contract period from July 1, 2017 through December 31, 2019.
- Neg of Agmt PW 71-49-16 with the City of Eden Prairie to identify maintenance responsibilities as it relates to the Green Line Extension LRT Project at no cost to the county.
- Neg of Agmt PW 72-40-16 with MnDOT to identify each party's responsibilities as they relate to the replacement of two traffic signal systems along Flying Cloud Drive (CSAH 61) as part of the Green Line Extension LRT Project at a NTE amount of \$400,000 to be financed within the Project Budget of the Southwest LRT Partnership Participation Capital Budget Line Item (CP 2999968).

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2021-2025 Transportation CIP

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	5,600,000	(850,000)						4,750,000
Administrator Proposed	5,600,000	(850,000)						4,750,000
CBTF Recommended	5,600,000	(850,000)						4,750,000
Board Approved Final	5,600,000	(850,000)						4,750,000

Project Name: 2183300 Safety and Asset Management 2019-2023
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2023

Summary:

Provide funding over a five-year period (from 2019 to 2023) to preserve and/or upgrade existing roadway and bridge assets.

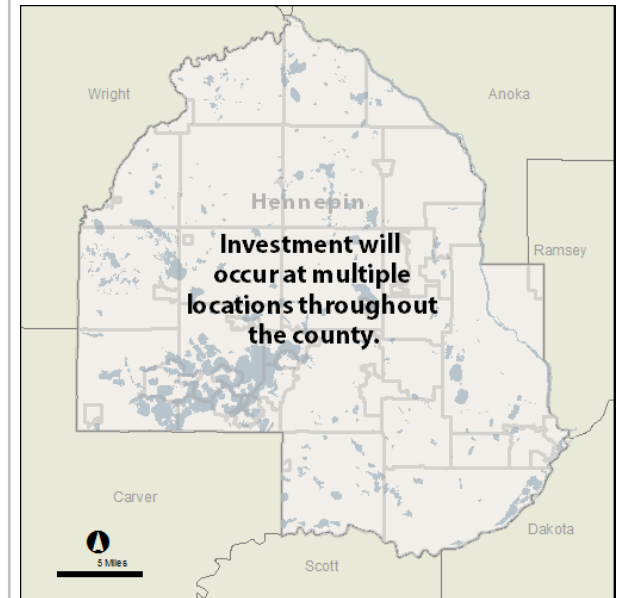
Purpose & Description:

This capital project will advance each of the following six activities. Specific projects selected will be based on a systemwide data driven approach as guided by the county's ADA Transition Plan, Bridge Inspection Program, Asset Management System, and crash system.

1. Upgrading of pedestrian ramps and installation of Accessible Pedestrian Signals (APS) to meet current ADA standards.
2. Rehabilitation, reconditioning, and preservation of county bridge assets to extend their useful life.
3. Replacement of county drainage facilities to ensure proper management of storm water.
4. Replacement of county retaining walls to minimize the risk of failure.
5. Implementation of safety improvements that target crash reductions for all modes.
6. Upgrading and replacement of county traffic signals to implement the latest technologies.

The 2022 spending goals for each of the activities include the following:

<u>Activity</u>	<u>Spending Goal</u>
ADA	\$1,500,000
Bridge Asset Preservation	\$2,500,000
Drainage	\$500,000
Retaining Walls	\$400,000
Safety	\$200,000 (\$800,000 additional was budgeted for CP 2191800 and CP 2052300)
<u>Traffic</u>	<u>\$500,000</u>
Totals	\$5,600,000



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	645,000	645,000		150,000	200,000					995,000
Wheelage Tax	186,515	186,515								186,515
Bonds - GO Roads	18,681,260	12,987,899	5,693,361	1,550,000	2,200,000					22,431,260
Mn/DOT State Aid - Regular	4,357,714	511,002	3,846,712	3,900,000	6,750,000					15,007,714
Total	23,870,489	14,330,416	9,540,073	5,600,000	9,150,000					38,620,489

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way		20,747	(20,747)							
Construction	23,575,489	16,623,920	6,951,569	5,600,000	9,150,000					38,325,489
Consulting		594,828	(594,828)							
Other Costs		17,532	(17,532)							
Contingency	295,000		295,000							295,000
Total	23,870,489	17,257,027	6,613,462	5,600,000	9,150,000					38,620,489

Project Name: 2183300 Safety and Asset Management 2019-2023	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	23,870,489	5,600,000	9,150,000					38,620,489
Administrator Proposed	23,870,489	5,600,000	9,150,000					38,620,489
CBTF Recommended	23,870,489	5,600,000	9,150,000					38,620,489
Board Approved Final	23,870,489	5,600,000	9,150,000					38,620,489

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On-Going
Design	On-Going
Bid Advertisement	On-Going
Construction	On-Going
Completion	On-Going

Project's Effect on County Priorities and the Operating Budget:

County Priorities: The intent of this project is to provide funding for individual projects that align with one or more of the spending goals identified for this project. Transportation Project Delivery considers each of the current county priorities whenever recommending a project to be funded out of this project budget.

Operating Budget: The impact to Transportation staff or annual operating costs will be evaluated on a case by case basis as the scope of each project varies.

Changes from Prior CIP:

- Decreased Project Budget by \$1.2 million from \$16.0 million to \$14.8 million to preserve County Bonds
- Pavement rehabilitation projects will no longer be tracked under the Safety and Asset Management Transportation Supplemental Capital Activity (CP 2183300); instead they will be tracked under Pavement Rehabilitation Program (CP 2210400)

Board Resolutions / Supplemental Information:

This project consolidates and replaces the following Capital Budget Line Items. The line items noted below will be closed once their remaining budget balances have been spent.

Capital Budget Line Item	2018 Appropriation	Balance as of 12/16/2020
2999974 Transportation Asset Preservation	\$1,400,000	\$0
2999965 Pedestrian Ramps	\$1,000,000	Project Closure in Process
2999954 Miscellaneous Structure Repair	\$0	Project Closed
2999955 Surface Water Management	\$0	Project Closed
2999973 Transportation Safety	\$2,000,000	\$218,623
2999967 Pavement Preservation Plus	\$300,000	\$0
Totals	\$4,700,000	\$218,623

Appropriated \$209,400 in County Bonds from this Project Budget (CP 2183300) into CP 2165100. These funds are intended to provide a portion of the funding necessary to implement safety improvements at the intersection of Franklin Avenue (CSAH 5) at Chicago Avenue. Additionally, the 2021 spending goal for Safety in CP 2183300 will be reduced by \$209,400 to reflect this appropriation.

Appropriated \$220,700 in County Bonds from this Project Budget (CP 2183300) into CP 2165200. These funds are intended to provide a portion of the funding necessary to implement safety improvements at the intersection of West Broadway Avenue (CSAH 81) at Lyndale Avenue. Additionally, the 2021 spending goal for Safety in CP 2183300 will be reduced by \$220,700 to reflect this appropriation.

Appropriated \$480,000 in County Bonds from this Project Budget (CP 2183300) into CP 2191300. These funds are intended to provide a portion of the funding necessary to implement safety improvements at the intersection of Normandale Boulevard (CSAH 34) at 98th Street. Additionally, the 2021 spending goal for Safety in CP 2183300 will be reduced by \$480,000 to reflect this appropriation.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	11,094,074	9,489,900	7,800,000	8,150,000				36,533,974
Administrator Proposed	11,094,074	12,589,900	7,800,000	8,150,000				39,633,974
CBTF Recommended	11,094,074	12,589,900	7,800,000	8,150,000				39,633,974
Board Approved Final	11,094,074	12,589,900	7,800,000	8,150,000				39,633,974

Project Name: 2201000 Safety and Asset Management 2024-2028
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2026

Summary:

Provide funding over a five-year period (from 2024 to 2028) to upgrade roadway and bridge assets to preserve the existing system and improve safety.

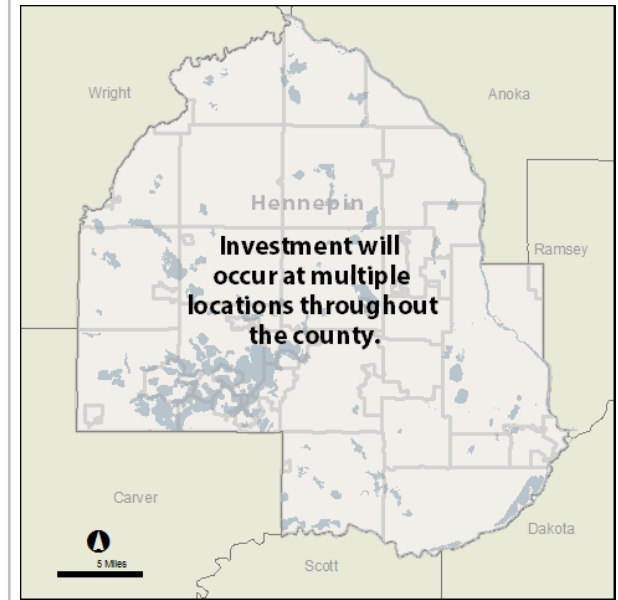
Purpose & Description:

This capital project is a placeholder to demonstrate a funding need for the five-years period that begins once Capital Project 2183300 sunsets (2023). Similarly, this capital project will advance each of the following six activities. Specific projects selected will be based on a data driven approach that is applied systemwide as guided by the county's ADA Transition Plan, Bridge Inspection Program, Asset Management System, and crash system.

1. Upgrading of pedestrian ramps and installation of Accessible Pedestrian Signals (APS) to meet current ADA standards.
2. Rehabilitation, reconditioning, and preservation of county bridge assets to extend their useful life.
3. Placement of county drainage facilities to ensure proper management of storm water.
4. Replacement of county retaining walls to minimize the risk of failure.
5. Implementation of safety improvements that target crash reductions for all modes.
6. Upgrading and replacement of county traffic signals to implement the latest technologies.

The future spending goals for each of the activities listed above are to be determined at a later date:

<u>Activity</u>	<u>Future Spending Goal</u>
ADA	TBD
Bridge Asset Preservation	TBD
Drainage	TBD
Retaining Walls	TBD
Safety	TBD
Traffic	TBD
Totals	TBD



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax						200,000	200,000	200,000	400,000	1,000,000
Bonds - GO Roads						2,000,000	2,000,000	2,000,000	4,000,000	10,000,000
Mn/DOT State Aid - Regular						6,750,000	6,750,000	6,750,000	13,500,000	33,750,000
Total						8,950,000	8,950,000	8,950,000	17,900,000	44,750,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction						8,950,000	8,950,000	8,950,000	17,900,000	44,750,000
Total						8,950,000	8,950,000	8,950,000	17,900,000	44,750,000

Project Name: 2201000 Safety and Asset Management 2024-2028	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested				8,950,000	8,950,000	8,950,000	17,900,000	44,750,000
Administrator Proposed				8,950,000	8,950,000	8,950,000	17,900,000	44,750,000
CBTF Recommended				8,950,000	8,950,000	8,950,000	17,900,000	44,750,000
Board Approved Final				8,950,000	8,950,000	8,950,000	17,900,000	44,750,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On-Going
Design	On-Going
Bid Advertisement	On-Going
Construction	On-Going
Completion	On-Going

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:

County Priorities: The intent of this project is to provide funding for individual projects that align with one or more of the spending goals identified for this project. Transportation Project Delivery considers each of the current county priorities whenever recommending a project to be funded out of this project budget.

Operating Budget: The impact to Transportation staff or annual operating costs will be evaluated on a case by case basis as the scope of each project varies

Changes from Prior CIP:

- Increased Project Budget by \$4.0 million to be financed with County Bonds

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested					8,150,000	8,150,000	24,450,000	40,750,000
Administrator Proposed					8,150,000	8,150,000	24,450,000	40,750,000
CBTF Recommended					8,150,000	8,150,000	24,450,000	40,750,000
Board Approved Final					8,150,000	8,150,000	24,450,000	40,750,000

Project Name: 2183500 Cost Participation and Partnerships 2019-2023
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2023

Summary:

Provide funding over a five-year period (from 2019 to 2023) to cost participate with other agencies for engineering, right of way, and construction activities as part of locally initiated capital projects.

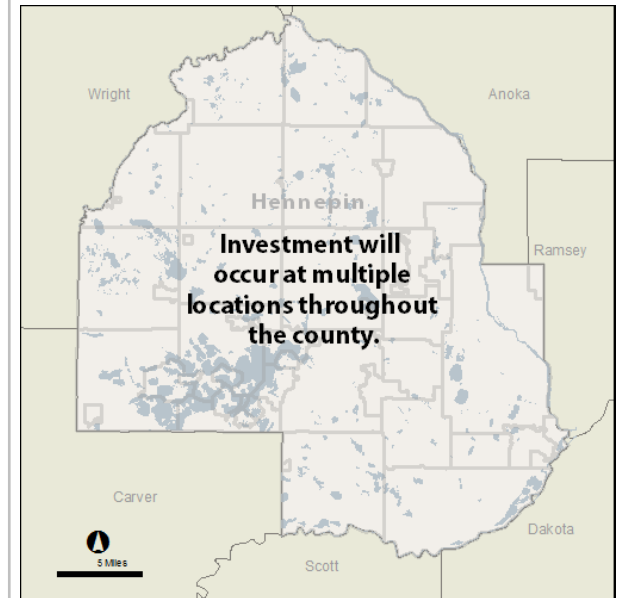
Purpose & Description:

Agencies ranging from cities to utility companies regularly perform work within county right of way. At times, these projects present opportunities to improve or enhance the county's transportation system; which includes 570 miles of roadway, 13,000 pedestrian ramps, 350 miles of sidewalk, 700 miles of bikeway, and 1,000 traffic signals. Sometimes it's not desirable to wait until a county led initiative occurs to make improvements. Therefore, this capital project has been established to participate in projects led by external agencies.

County staff will determine the priority, scope, and extent of cost participation in projects led by external agencies. Specific use of this capital project will align with one or more of the following Transportation Plans and Policies: Climate Action Plan, ADA Transition Plan, 2040 Bicycle Transportation Plan, Complete Streets Policy, Cost Participation Policy, County Roadway Safety Plan, Intelligent Information Management Plan, and Pedestrian Plan.

The 2022 spending goals for each activity include the following:

<u>Activity</u>	<u>Spending Goal</u>
County Aid to Municipalities	\$100,000
Drainage	400,000
Intersection control	1,000,000
Jurisdictional transfer	0
Multi-modal	1,000,000
Railroad crossings	200,000
<u>Roadside Enhancement Partnership Program (REPP)</u>	<u>0</u>
Totals	\$2,700,000



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	1,365,000	1,365,000		300,000	1,000,000					2,665,000
Bonds - GO Roads	1,910,000	255,539	1,654,461	2,400,000	2,000,000					6,310,000
Mn/DOT State Aid - Regular	3,225,000	102,221	3,122,779							3,225,000
Brooklyn Park		43,882	(43,882)							
Dayton		24,093	(24,093)							
New Hope	25,000		25,000							25,000
Total	6,525,000	1,790,735	4,734,265	2,700,000	3,000,000					12,225,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	6,525,000	2,098,821	4,426,179	2,700,000	3,000,000					12,225,000
Consulting		29,715	(29,715)							
Other Costs		348,050	(348,050)							
Total	6,525,000	2,476,585	4,048,415	2,700,000	3,000,000					12,225,000

Project Name: 2183500 Cost Participation and Partnerships 2019-2023	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	6,525,000	2,700,000	3,000,000					12,225,000
Administrator Proposed	6,525,000	2,700,000	3,000,000					12,225,000
CBTF Recommended	6,525,000	2,700,000	3,000,000					12,225,000
Board Approved Final	6,525,000	2,700,000	3,000,000					12,225,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On-Going
Design	On-Going
Bid Advertisement	On-Going
Construction	On-Going
Completion	On-Going

Project's Effect on County Priorities and the Operating Budget:

County Priorities: The intent of this project is to provide funding to cost participate with external agencies for individual projects that align with one or more of the spending goals identified for this project. Transportation Project Delivery considers each of the current county priorities whenever recommending a project to be funded out of this project budget.

Operating Budget: The impact to Transportation staff or annual operating costs will be evaluated on a case by case basis as the scope of each project varies.

Changes from Prior CIP:

- Decreased Project Budget by \$0.1 million from \$12.3 million to \$12.2 million to be preserve County Bonds

Board Resolutions / Supplemental Information:

This project consolidates and replaces the following Capital Budget Line Items. The line items noted below will be closed once their remaining budget balances have been spent.

Capital Budget Line Item	2018 Appropriation	Remaining budget as of 12/09/2021
2999952 Minneapolis Signal Participation	\$1,500,000	\$568,000
2999953 MnDOT Signal Participation	\$150,000	\$38,000
2999957 Bicycle Plan Implementation	\$600,000	Project Closed
2999956 Railroad Crossing Participation	\$0	Project Closed
2999962 REPP	\$493,000	Project Closed
2999966 Sidewalk Participation	\$80,000	Project Closed
2999900 Transportation CAM	<u>\$85,218</u>	<u>\$12,036</u>
Totals	\$2,908,218	\$618,036

Appropriated \$1,000,000 in County Bonds from this Project Budget (CP 2183500) into CP 2175900. These funds are intended to provide the Project Budget for CP 2175900 to be used towards drainage, multi-modal, and intersction control improvements at the CSAH 90 and TH 12 intersection. As a result, the 2021 spending goals in CP 2183500 for Drainage (\$200,000), Multi-Modal (\$200,000), and Intersection Control (\$600,000) will be reduced by \$1,000,000.

Appropriated \$200,000 in County Bonds from this Project Budget (CP 2183500) into CP 2090600. These funds are intended to provide a portion of the funding for multi-modal improvements along Brooklyn Boulevard (CSAH 152). As a result, the 2021 spending goal for Multi-Modal in CP 2183500 will be reduced by \$200,000.

Appropriated \$200,000 in County Bonds from this Project Budget (CP 2183500) into CP 2121100. These funds are intended to provide a portion of the funding for traffic signal improvements along Penn Avenue (CSAH 2). As a result, the 2021 spending goal for Intersection Control in CP 2183500 will be reduced by \$200,000.

Appropriated \$600,000 in State Aid Regular from this Project Budget (CP 2183500) into CP 2176000. These funds are intended to provide a portion of the funding for traffic signal improvements at various locations along the D Line BRT service. As a result, the 2021 spending goal for Intersection Control in CP 2183500 will be reduced by \$600,000.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	6,475,000		2,800,000	3,000,000				12,275,000
Administrator Proposed	6,475,000		2,800,000	3,000,000				12,275,000
CBTF Recommended	6,475,000		2,800,000	3,000,000				12,275,000
Board Approved Final	6,475,000		2,800,000	3,000,000				12,275,000

Project Name: 2201100 Cost Participation and Partnerships 2024-2028
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2026

Summary:

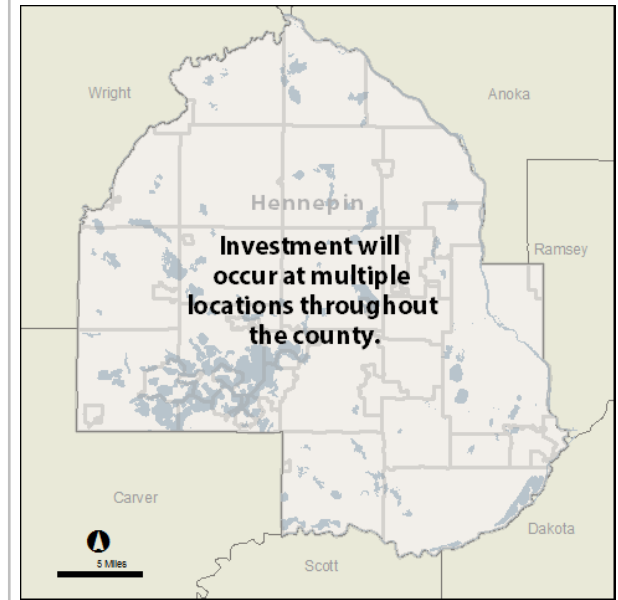
Provide funding over a five-year period (from 2024 to 2028) to cost participate with other agencies for engineering, right of way, and construction activities as part of locally initiated capital projects.

Purpose & Description:

This capital project is a placeholder to demonstrate a funding need for the five-year period that begins once Capital Project 2183500 sunsets (2023). Similarly, this capital project will allow for county cost participation in the scope of a project led by an external agency to improve or enhance the county's transportation system.

The future spending goals for each activity include the following:

<u>Activity</u>	<u>Future Spending Goal</u>
County Aid to Municipalities	TBD
Drainage	TBD
Intersection control	TBD
Jurisdictional transfer	TBD
Multi-modal	TBD
Railroad crossings	TBD
Roadside Enhancement Partnership Program (REPP)	TBD
Totals	TBD



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax						1,000,000	1,000,000	1,000,000	2,000,000	5,000,000
Bonds - GO Roads						2,000,000	2,000,000	2,000,000	4,000,000	10,000,000
Total						3,000,000	3,000,000	3,000,000	6,000,000	15,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction						3,000,000	3,000,000	3,000,000	6,000,000	15,000,000
Total						3,000,000	3,000,000	3,000,000	6,000,000	15,000,000

Project Name: 2201100 Cost Participation and Partnerships 2024-2028	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested				3,000,000	3,000,000	3,000,000	6,000,000	15,000,000
Administrator Proposed				3,000,000	3,000,000	3,000,000	6,000,000	15,000,000
CBTF Recommended				3,000,000	3,000,000	3,000,000	6,000,000	15,000,000
Board Approved Final				3,000,000	3,000,000	3,000,000	6,000,000	15,000,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On-Going
Design	On-Going
Bid Advertisement	On-Going
Construction	On-Going
Completion	On-Going

Project's Effect on County Priorities and the Operating Budget:

County Priorities: The intent of this project is to provide funding to cost participate with external agencies for individual projects that align with one or more of the spending goals identified for this project. Transportation Project Delivery considers each of the current county priorities whenever recommending a project to be funded out of this project budget.

Operating Budget: The impact to Transportation staff or annual operating costs will be evaluated on a case by case basis as the scope of each project varies.

Changes from Prior CIP:

- Decreased project Budget by \$7.5 million from \$22.5 million to \$15.0 million to preserve County Bonds

Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested					4,500,000	4,500,000	13,500,000	22,500,000
Administrator Proposed					4,500,000	4,500,000	13,500,000	22,500,000
CBTF Recommended					4,500,000	4,500,000	13,500,000	22,500,000
Board Approved Final					4,500,000	4,500,000	13,500,000	22,500,000

Project Name: 2183400 Project Delivery 2019-2023
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2023

Summary:

Provide funding over a five-year period (from 2019 to 2023) for preliminary engineering, design, environmental review, construction administration, and right of way acquisition activities related to capital projects.

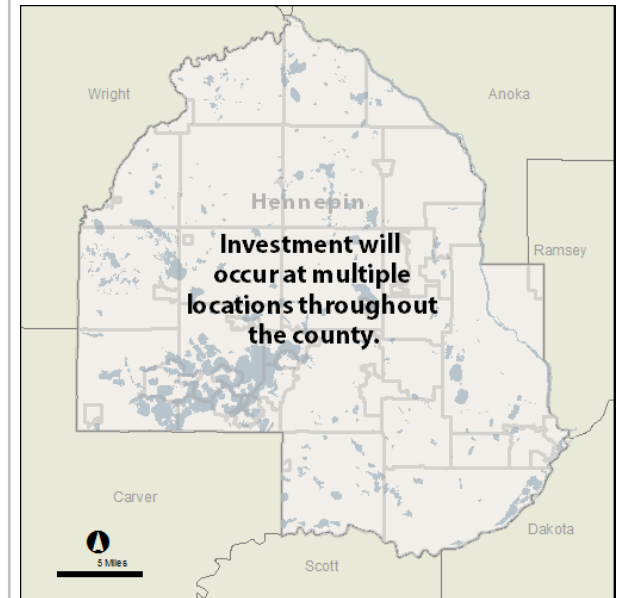
Purpose & Description:

One purpose of this capital project is to finance the hiring of consultants to perform activities related to the planning, design, environmental review, and construction administration of capital projects. At times, a project's schedule does not allow adequate time to budget the necessary funding for project delivery activities; however, it's imperative to begin planning and design activities early in the process to understand project impacts and uncertainties. Additionally, some capital projects include complex and/or unique project elements (such as a roundabout) that require subject matter experts to perform the work. Furthermore, it is sometimes helpful to hire consultants during times of significant workloads to manage efforts required of county staff.

A second purpose of this capital project is to enable the county to purchase real estate in advance of an upcoming project. Additional right-of-way is needed for various reasons, including access management, intersection sight distance, and roadway alignments. Real estate prices are generally lower if the property is not purchased at the time of construction, therefore, it's opportunistic to perform acquisition in advance of construction if it's known that additional right-of-way is needed.

The 2022 spending goals for each of the activities listed above include the following:

Activity	Spending Goal
Consultant services	\$400,000
Right of way acquisition	\$0
Totals	\$400,000



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	520,000	570,000	(50,000)	150,000	350,000					1,020,000
Mn/DOT State Aid - Regular	850,000		850,000	250,000	200,000					1,300,000
Total	1,370,000	570,000	800,000	400,000	550,000					2,320,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way	220,000		220,000		100,000					320,000
Consulting	1,150,000	300,405	849,595	400,000	450,000					2,000,000
Total	1,370,000	300,405	1,069,595	400,000	550,000					2,320,000

Project Name: 2183400 Project Delivery 2019-2023	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,370,000	400,000	550,000					2,320,000
Administrator Proposed	1,370,000	400,000	550,000					2,320,000
CBTF Recommended	1,370,000	400,000	550,000					2,320,000
Board Approved Final	1,370,000	400,000	550,000					2,320,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On-Going
Design	On-Going
Bid Advertisement	On-Going
Construction	On-Going
Completion	On-Going

Project's Effect on County Priorities and the Operating Budget:

County Priorities: The intent of this project is to provide funding for consulting and right of way acquisition activities. Transportation Project Delivery considers each of the current county priorities whenever recommending a project to be funded out of this project budget.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project solely provides funding for engineering and right of way acquisition activities

Changes from Prior CIP:

- Decreased Project Budget by \$0.2 million from \$2.5 million to \$2.3 million to preserve Property Tax

Board Resolutions / Supplemental Information:

This project consolidates and replaces the following Capital Budget Line Items. The line items noted below will be closed once their remaining budget balances have been spent.

Capital Budget Line Item	2018 Appropriation	Balance as of 12/20/2020
2999950 Consultant Services Miscellaneous	\$635,000	\$251,295
2999960 Hardship Right of Way Acquisition	\$0	\$415
Totals	\$635,000	\$251,710

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,275,000	100,000	600,000	550,000				2,525,000
Administrator Proposed	1,275,000	100,000	600,000	550,000				2,525,000
CBTF Recommended	1,275,000	100,000	600,000	550,000				2,525,000
Board Approved Final	1,275,000	100,000	600,000	550,000				2,525,000

Project Name: 2201200 Project Delivery 2024-2028
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2026

Summary:

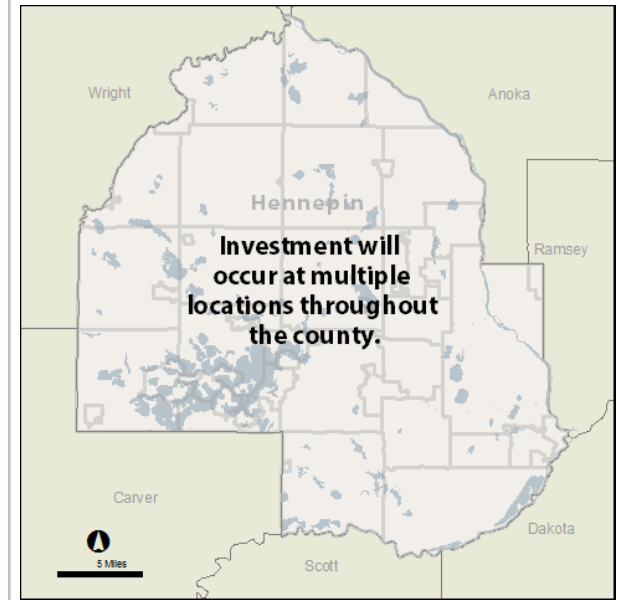
Provide funding over a five-year period (from 2024 to 2028) for corridor studies, preliminary design, design, environmental review, construction administration, and right of way acquisition related to capital projects.

Purpose & Description:

This capital project is a placeholder to demonstrate a funding need for the five-year period that begins once Capital Project 2183400 sunsets (2023). Similarly, this capital project will allow for the hiring of consultants to perform engineering activities and also allow for the purchase of real estate in advance of capital projects.

The future spending goals for each of the activities listed above include the following:

<u>Activity</u>	<u>Future Spending Goal</u>
Consultant services	TBD
Right of way acquisition	TBD
Totals	TBD



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax						350,000	350,000	350,000	700,000	1,750,000
Mn/DOT State Aid - Regular						500,000	500,000	500,000	950,000	2,450,000
Total						850,000	850,000	850,000	1,650,000	4,200,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Right of Way						100,000	100,000	100,000	200,000	500,000
Consulting						750,000	750,000	750,000	1,450,000	3,700,000
Total						850,000	850,000	850,000	1,650,000	4,200,000

Project Name: 2201200 Project Delivery 2024-2028	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2026
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested				850,000	850,000	850,000	1,650,000	4,200,000
Administrator Proposed				850,000	850,000	850,000	1,650,000	4,200,000
CBTF Recommended				850,000	850,000	850,000	1,650,000	4,200,000
Board Approved Final				850,000	850,000	850,000	1,650,000	4,200,000

<p>Scheduling Milestones (major phases only):</p> <table border="0"> <tr> <td><u>Activity</u></td> <td><u>Anticipated Timeframe</u></td> </tr> <tr> <td>Planning</td> <td>On-Going</td> </tr> <tr> <td>Design</td> <td>On-Going</td> </tr> <tr> <td>Bid Advertisement</td> <td>On-Going</td> </tr> <tr> <td>Construction</td> <td>On-Going</td> </tr> <tr> <td>Completion</td> <td>On-Going</td> </tr> </table> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: The intent of this project is to provide funding for consulting and right of way acquisition activities. Transportation Project Delivery considers each of the current county priorities whenever recommending a project to be funded out of this project budget.</p> <p>Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs as the proposed project solely provides funding for engineering and right of way acquisition activities.</p> <p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> No changes to the overall Project Budget since the 2021-2025 Transportation CIP 	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	On-Going	Design	On-Going	Bid Advertisement	On-Going	Construction	On-Going	Completion	On-Going	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>												
Planning	On-Going												
Design	On-Going												
Bid Advertisement	On-Going												
Construction	On-Going												
Completion	On-Going												

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested					850,000	850,000	2,550,000	4,250,000
Administrator Proposed					850,000	850,000	2,550,000	4,250,000
CBTF Recommended					850,000	850,000	2,550,000	4,250,000
Board Approved Final					850,000	850,000	2,550,000	4,250,000

Project Name: 1005876 HC Southwest Light Rail Transit
Major Program: Public Works
Department: Transportation Sales Tax & Development

Funding Start: 2018
Funding Completion: 2021

Summary:

The Southwest Light Rail Transit (LRT) project (METRO Green Line Extension) will operate from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing in close proximity to Edina. It will be part of an integrated system of transitways, including connections to the METRO Blue Line, the Northstar Commuter Rail line, bus routes and proposed future transitways.

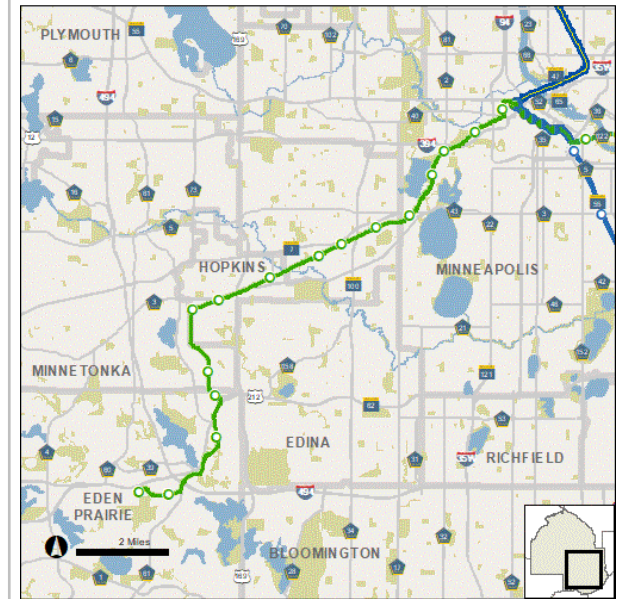
Purpose & Description:

This light rail extension will add system capacity in an area of high travel demand, due to existing and planned residential and employment growth. The competitive travel time is attributed to the diagonal nature of the line compared to the northsouth/east-west orientation of the roadway network.

NOTE: The project budget only shows the county's share of project costs. "Transfer from other Funds" reflects contributions from the county's 0.5% Transportation Sales and Use Tax. "Bonds - GO Sales Tax" is general obligation bonded indebtedness funded with Transportation Sales and Use Tax collections.

The total project budget is \$2.203 billion. Additional contributions are committed from:

- \$959.4 million Federal sources
- 218.9 million Counties Transit Improvement Board
- 199.5 million Hennepin County Regional Railroad Authority
- 64.3 million Other sources
- \$1,442.1 million Subtotal non-Hennepin County sources



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO		0	0							
Bonds - G.O. Sales Tax	450,000,000	416,004,560	33,995,440							450,000,000
Transfer from other Funds	342,892,368	128,411,179	214,481,189							342,892,368
Total	792,892,368	544,415,739	248,476,629							792,892,368

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land		50,967,687	(50,967,687)							
Construction	792,892,368	442,881,009	350,011,359							792,892,368
Other Costs		50,567,043	(50,567,043)							
Total	792,892,368	544,415,739	248,476,629							792,892,368

Project Name: 1005876 HC Southwest Light Rail Transit	Funding Start: 2018
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Sales Tax & Development	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	792,892,368							792,892,368
Administrator Proposed	792,892,368							792,892,368
CBTF Recommended	792,892,368							792,892,368
Board Approved Final	792,892,368							792,892,368

Scheduling Milestones (major phases only):

Project Development: 2011 - 2016

Engineering: 2016 - 2020

Construction: Started in 2018

Project opening date subject to change; will be determined as construction proceeds.

Project's Effect on County Priorities and the Operating Budget:

Estimated operating subsidy to be paid with county collected Transportation Sales and Use Tax. Revenue service date will be determined as construction proceeds.

Changes from Prior CIP:

The 2021 capital budget reflected a small \$1.2 million increase in the county's total contribution to the project, to recognize a prior agreement between the county and the City of Eden Prairie.

Board Resolutions / Supplemental Information:

September 2011: The Federal Transit Administration approves the project to begin the Preliminary Engineering phase of work. The project transitions from Hennepin County to the Metropolitan Council.

2016: The Federal Transit Administration issues its Record of Decision and approves the project to enter the Engineering phase of work.

June 2017: Hennepin County Board Resolution 17-0207 authorized a number of actions, including: 1) imposition of a new transportation sales and use tax at a rate of one-half percent and an excise tax of \$20 per motor vehicle effective October 1, 2017; and 2) approval of the Sales and Use Transportation Tax Implementation Plan. The Plan identifies the Green Line Extension project as being eligible for capital and operating funding from the County's new Transportation Tax.

May 2018: The Metropolitan Council approved a new project budget of \$2.003 billion. Hennepin County Board Resolution 18-0222 approved a total county funding share of \$592,953,000; subject to certain conditions.

November 2018: The Federal Transit Administration issues the first Letter of No Prejudice to the Metropolitan Council, which permits construction expenditures prior to the execution of the federal grant. The Metropolitan Council awards the civil construction contract to Lunda/C.S. McCrossan Joint Venture.

August 2019: The Federal Transit Administration issues the second Letter of No Prejudice. The Metropolitan Council also submits an application for \$928.9 million of federal funding through the Federal Transit Administration's Capital Improvement Grant program.

2020: The Federal Transit Administration issues the third and fourth Letter of No Prejudice from the Federal Transit Administration. The Federal Transit Administration also awards a Full Funding Grant Agreement for \$928.9 million.

August 2021: Hennepin County Board Resolution 21-0297 approved a capital budget amendment to increase county funding for the project by \$200.3 million.

September 2021: The Federal Transit Administration awarded a \$30.5 million American Rescue Plan grant to the project, increasing the total federal contribution to \$959.4 million.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	591,385,664	1,191,449						592,577,113
Administrator Proposed	591,385,664	1,191,449						592,577,113
CBTF Recommended	591,385,664	1,191,449						592,577,113
Board Approved Final	591,385,664	1,191,449						592,577,113

Project Name: 1005877 HC Bottineau Light Rail Transit
Major Program: Public Works
Department: Transportation Sales Tax & Development

Funding Start: 2018
Funding Completion: 2026

Summary:

The METRO Blue Line Extension (Bottineau LRT) project is a proposed 13-mile expansion of the existing METRO Blue Line in the Twin Cities area of Minnesota that will extend from downtown Minneapolis through north Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, serving the northwest Twin Cities metro. The Light Rail Transit will link to local and express bus routes, and will seamlessly connect to the regional transitway system at Target Field Station in downtown Minneapolis.

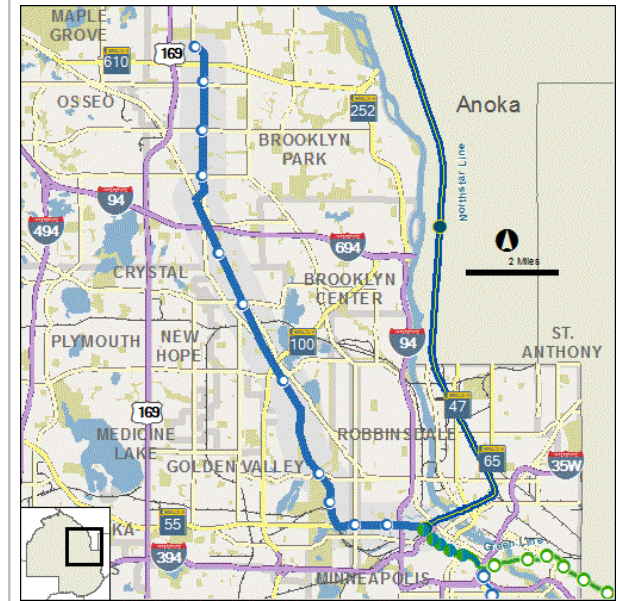
Purpose & Description:

The Bottineau Transitway project is needed to effectively address long-term regional transit mobility and local accessibility needs while providing efficient, travel-time competitive transit service that supports economic development goals and objectives of local, regional, and statewide plans.

NOTE: The project budget only shows the county's share of project costs. "Transfer from other Funds" reflects contributions from the county's 0.5% Transportation Sales and Use Tax. "Bonds - GO Sales Tax" is general obligation bonded indebtedness funded with Transportation Sales and Use Tax collections.

The total estimated project cost is \$1.536 billion. Additional contributions are anticipated from:

- \$752.7 million Federal sources
- 85.6 million Counties Transit Improvement Board
- 149.6 million Hennepin County Regional Railroad Authority
- 17.4 million Other sources
- \$1,005.3 million Subtotal non-Hennepin County sources



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - G.O. Sales Tax	63,000,000		63,000,000				80,000,000	212,100,000		355,100,000
Transfer from other Funds	15,000,000	3,849,363	11,150,637	10,000,000	38,000,000	57,000,000	20,000,000	35,000,000		175,000,000
Total	78,000,000	3,849,363	74,150,637	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000		530,100,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	78,000,000	3,849,363	74,150,637	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000		530,100,000
Total	78,000,000	3,849,363	74,150,637	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000		530,100,000

Project Name: 1005877 HC Bottineau Light Rail Transit	Funding Start: 2018
Major Program: Public Works	Funding Completion: 2026
Department: Transportation Sales Tax & Development	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	78,000,000	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000		530,100,000
Administrator Proposed	78,000,000	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000		530,100,000
CBTF Recommended	78,000,000	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000		530,100,000
Board Approved Final	78,000,000	10,000,000	38,000,000	57,000,000	100,000,000	247,100,000		530,100,000

Scheduling Milestones (major phases only):

Project Development: 2014 - 2016

Engineering: 2017 - Present

Construction: To be determined.

Project's Effect on County Priorities and the Operating Budget:

Estimated operating subsidy to be paid with county collected Transportation Sales and Use Tax, potentially by 2024: \$11,900,000

Changes from Prior CIP:

For the 2022-2026 CIP request, the total project budget has not changed, however, the timing of funding has been slightly adjusted to reflect updated project needs.

Board Resolutions / Supplemental Information:

August 2014: The Federal Transit Administration approves the project to begin the Project Development phase of work. The project transitions from Hennepin County to the Metropolitan Council.

March 2016: In the municipal consent process, a requirement under state law, Hennepin County and cities along the route review and approve preliminary design plans for the project.

July 2016: The Federal Transit Administration issues its Record of Decision.

January 2017: The Federal Transit Administration approves the project to enter the Engineering phase of work.

June 2017: Hennepin County Board Resolution 17-0207 authorized a number of actions, including: 1) imposition of a new transportation sales and use tax at a rate of one-half percent and an excise tax of \$20 per motor vehicle effective October 1, 2017; and 2) approval of the Sales and Use Transportation Tax Implementation Plan. The Plan identifies the Green Line Extension project as being eligible for capital and operating funding from the County's new Transportation Tax.

2017: The Bassett Creek stormwater tunnel under Olson Memorial Highway is relocated to accommodate the future Van White Boulevard Station.

August 2020: Hennepin County and the Metropolitan Council begin engaging project partners and community stakeholders about possible LRT route options for the project without using the approximately 8 miles of freight railroad property, as initially planned. By the end of 2021, the project team aims to have a new route option that has the support of corridor residents, businesses, and cities. This alignment will then be advanced for environmental review and engineering work to be completed in coming years.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	78,000,000		25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000
Administrator Proposed	78,000,000		25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000
CBTF Recommended	78,000,000		25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000
Board Approved Final	78,000,000		25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000

Project Name: 1005878 HC Bus Rapid Transit Orange Line Construction
Major Program: Public Works
Department: Transportation Sales Tax & Development

Funding Start:
Funding Completion:

Summary:

The METRO Orange Line is a 17-mile planned highway Bus Rapid Transit (BRT) line that will connect Minneapolis, Richfield, Bloomington, and Burnsville along I-35W. The Orange Line will provide frequent, all-day service in both directions, seven days a week.

Purpose & Description:

The METRO Orange Line will upgrade and replace the existing local Route 535 with enhanced service and amenities, and new station features will benefit other transit riders along the I-35W corridor. No changes to existing express bus routes are planned. Orange Line service will have competitive running times for station-to-station trips and offer a new option for reverse-commuters (riders traveling from urban areas to suburban destinations).

NOTE: The project budget only shows the county's share of project costs, which is funded by the county's 0.5% Transportation Sales and Use Tax.

The total project budget is \$150.7 million. Additional contributions are committed from:

- \$74.1 million Federal sources
- 7.9 million Counties Transit Improvement Board
- 12.8 million Hennepin County Regional Railroad Authority
- 30.5 million Other sources
- \$125.3 million Subtotal non-Hennepin County sources



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Transfer from other Funds	24,868,488	21,479,489	3,388,999							24,868,488
Total	24,868,488	21,479,489	3,388,999							24,868,488
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	24,868,488	21,479,489	3,388,999							24,868,488
Total	24,868,488	21,479,489	3,388,999							24,868,488

Project Name: 1005878 HC Bus Rapid Transit Orange Line Construction	Funding Start:
Major Program: Public Works	Funding Completion:
Department: Transportation Sales Tax & Development	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	24,868,488							24,868,488
Administrator Proposed	24,868,488							24,868,488
CBTF Recommended	24,868,488							24,868,488
Board Approved Final	24,868,488							24,868,488

<p>Scheduling Milestones (major phases only):</p> <p>Environmental review: 2015 - 2016</p> <p>Project Development: 2015 - 2018</p> <p>Construction: 2017 - 2021</p> <p>Service is anticipated to begin in December 2021.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>November 2014: The Federal Transit Administration approves the project to enter the Small Starts Project Development phase of work.</p> <p>February 2017: The Federal Transit Administration issues a Letter of No Prejudice to the Metropolitan Council, which permits \$46.87 million of construction expenditures prior to execution of the federal grant.</p> <p>June 2017: Hennepin County Board Resolution 17-0207 authorized a number of actions, including: 1) imposition of a new transportation sales and use tax at a rate of one-half percent and an excise tax of \$20 per motor vehicle effective October 1, 2017; and 2) approval of the Sales and Use Transportation Tax Implementation Plan. The Plan identifies the Orange Line BRT project as being eligible for capital and operating funding from the County's new Transportation Tax.</p> <p>August 2017: Construction of the Lake Street Station and 12th Street transit-only ramp begins, as part of the larger \$239 million 35W@94 construction contract led by the MN Department of Transportation.</p> <p>November 2018: The Federal Transit Administration awards a federal Capital Improvement Grant of \$74.1 million to the project. All funding needed for the project is now committed.</p> <p>2019: The federal grant agreement is executed. The Metropolitan Council begins to award construction contracts for all remaining project elements, including the Knox Avenue transitway, a tunnel under I-494, and 12 stations. The Metropolitan Council will also procure 12 BRT vehicles.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>The estimated annual operating subsidy to be paid with county collected Transportation Sales and Use Tax, likely to begin in 2022: \$2,200,000</p>	
<p>Changes from Prior CIP:</p> <p>None.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	24,868,488							24,868,488
Administrator Proposed	24,868,488							24,868,488
CBTF Recommended	24,868,488							24,868,488
Board Approved Final	24,868,488							24,868,488

Project Name: 1006390 HERC Facility Preservation & Improvement 2021-2025
Major Program: Public Works
Department: Environment & Energy

Funding Start: 2021
Funding Completion: 2025

Summary:

This project will provide the necessary maintenance, repairs, and improvements to maintain efficient operations at the Hennepin Energy Recovery Center (HERC), which is located at 505 6th Avenue North in Minneapolis.

Purpose & Description:

The county is required to comply with state law MN 473.848 to process waste before disposal, to reduce the landfilling of solid waste, and to meet the goals of the county's Solid Waste Master Plan. The county has a commitment to provide the operator of HERC with MSW to run HERC.

The county also has commitments to sell electricity to Xcel Energy and to sell steam to NRG and Target Field. In 2020, the County realized \$2,879,000 in revenues from the sale of electricity, \$368,000 from the sale of steam and \$378,000 from the sale of ferrous metal.

County's goal is to ensure that HERC is run efficiently; that as much energy is recovered from the MSW as possible to maximize revenues; that the county is complying with all waste management regulations and that county is honoring its solid waste processing commitments.

Great River Energy is the operator of the HERC facility and the county and Great River Energy have identified projects that will protect the county's investment in HERC. These projects will reduce downtime and ensure that the facility continues to operate efficiently while maximizing revenues. Any maintenance and repairs deferred can result in unplanned outages, more downtime, and loss in revenue.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO		556,335	(556,335)							
Bonds - GO Enterprise	5,000,000	728,034	4,271,966							5,000,000
Enterprise Income				6,000,000	5,000,000	5,000,000	5,000,000			21,000,000
Total	5,000,000	1,284,368	3,715,632	6,000,000	5,000,000	5,000,000	5,000,000			26,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	4,000,000	8,260,000	(4,260,000)	5,000,000	4,000,000	4,000,000	4,000,000			21,000,000
Consulting	500,000		500,000	500,000	500,000	500,000	500,000			2,500,000
Contingency	500,000		500,000	500,000	500,000	500,000	500,000			2,500,000
Total	5,000,000	8,260,000	(3,260,000)	6,000,000	5,000,000	5,000,000	5,000,000			26,000,000

Project Name: 1006390 HERC Facility Preservation & Improvement 2021-2025	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2025
Department: Environment & Energy	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	5,000,000	6,000,000	5,000,000	5,000,000	5,000,000			26,000,000
Administrator Proposed	5,000,000	6,000,000	5,000,000	5,000,000	5,000,000			26,000,000
CBTF Recommended	5,000,000	6,000,000	5,000,000	5,000,000	5,000,000			26,000,000
Board Approved Final	5,000,000	6,000,000	5,000,000	5,000,000	5,000,000			26,000,000

Scheduling Milestones (major phases only):

2020 Completed Projects:

- Turbine/generator overhaul (\$2,700,000)
- Water Treatment system Upgrade (\$950,000)
- Primary air system modifications (\$540,000)
- Baghouse refurbishment (\$450,000)
- Primary superheater upgrade in unit 1 (\$900,000)

2021 Planned Expenditures - \$5,000,000 (major projects include):

- Ash Handling system refurbishment (\$2,000,000)
- Primary Air System Upgrade (\$440,000)
- Data Control Systems Upgrade (\$600,000)
- Structural site improvements (\$400,000)
- Lime slaking equipment (\$440,000)
- Other small projects (\$1,120,000)

2022 Planned Expenditures - \$6,000,000 (major projects include):

- Replace secondary superheater tubes in unit #2 (\$2,550,000)
- Ash handling equipment upgrade (\$1,200,000)
- Cooling tower decking and fill upgrade (\$900,000)
- Electrical and control upgrades (\$700,000)
- Other small projects (\$650,000)

Project's Effect on County Priorities and the Operating Budget:

HERC capital projects will improve operational efficiency and protect county assets.

Changes from Prior CIP:

The 2022 estimate has increased by \$1,000,000 over the 2021-2025 budget as scope has been added to replace tubes in the HERC boilers.

Board Resolutions / Supplemental Information:

The County and contracted operator (Great River Energy-HERC Services) work together to identify corrective maintenance, repair, and improvement projects. Projects are typically scheduled for installation during HERC's planned outages to minimize unplanned downtime and revenue loss. Some of these projects require studies and design work. All require lead time for planning, hiring sub-contractors, and procurement. There are also times when the schedule has to be modified to accommodate an unplanned repair or to meet new regulatory requirements. Consequently, a planned project can be deferred, or a future project postponed.

- This project will replace the following capital project:
- HERC Facility Preservation & Improvements 2016-2020 (#1002150)
- Funded Budget: \$38,826,000
- Expenditures & Encumbrances: \$37,077,000
- Balance as of 12/31/21: \$ 1,748,000

NOTE: Great River Energy-HERC Services is responsible for all routine maintenance and repairs. The County is responsible for paying for all system replacement projects and improvements. Bonding is assumed to be general obligation debt supported by HERC revenues. Revenue from the Solid Waste Enterprise fund will be used for 2022 capital projects.

HERC incinerates residential and commercial municipal solid waste (MSW) to produce steam and electricity. Electricity produced is sold to Xcel Energy while the steam is sold to NRG Energy Center and Target Field. Steam from HERC is also passed through the Clearway Energy district heating system to the Hennepin County Energy Center. HERC has been in operation since 1989 and requires maintenance, repairs, and improvements to maintain efficient operations. These projects are organized into two categories:

- **Corrective maintenance and repairs:** This includes maintenance and repair of the building and grounds, as well as motors, fans, pumps, air compressors, boiler and steam tubes, steam turbine, electric generator, cooling tower, instrumentation and process control systems, air pollution control equipment, emissions monitoring system and ash handling system and other ancillary equipment needed to efficiently burn waste, produce steam and electricity.
- **Improvements:** This includes upgrades to the building and grounds, improvements in the manner of burning solid waste and of producing steam and electricity. It also includes changes that become necessary to the waste processing and any pollution control systems, to meet new federal and state environmental permit requirements.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		25,000,000
Administrator Proposed		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		25,000,000
CBTF Recommended		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		25,000,000
Board Approved Final		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		25,000,000

Project Name: 1006391 Energy Center Improvements 2021-2025
Major Program: Public Works
Department: Environment & Energy

Funding Start: 2023
Funding Completion: 2025

Summary:

This project provides for upgrades and improvements to the Hennepin County Energy Center (HCEC) located at 600 10th Avenue South, in downtown Minneapolis.

Purpose & Description:

The purpose of this project is to improve the reliability of delivering steam and chilled water to the County's internal and external customers, increase capacity and efficiency, meet safety standards, and provide major maintenance to operational equipment. These improvements, including replacement of outdated and worn equipment, will maintain plant reliability.

The HCEC produces steam and chilled water to meet the heating and cooling needs of the Medical Center, Government Center, Public Safety Facility, other County buildings and several private facilities.

Clearway Energy operates the Energy Center under contract with the County. The county and Clearway have identified projects that will protect the county's investment in the Energy Center. These projects will reduce downtime and ensure that the facility continues to operate efficiently. Any maintenance and repairs deferred can result in unplanned outages and downtime.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Enterprise					1,000,000	1,000,000	1,000,000			3,000,000
Total					1,000,000	1,000,000	1,000,000			3,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction					800,000	800,000	800,000			2,400,000
Consulting					100,000	100,000	100,000			300,000
Contingency					100,000	100,000	100,000			300,000
Total					1,000,000	1,000,000	1,000,000			3,000,000

Project Name: 1006391 Energy Center Improvements 2021-2025	Funding Start: 2023
Major Program: Public Works	Funding Completion: 2025
Department: Environment & Energy	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested			1,000,000	1,000,000	1,000,000			3,000,000
Administrator Proposed			1,000,000	1,000,000	1,000,000			3,000,000
CBTF Recommended			1,000,000	1,000,000	1,000,000			3,000,000
Board Approved Final			1,000,000	1,000,000	1,000,000			3,000,000

Scheduling Milestones (major phases only):

2021 Planned Expenditures - \$2,093,500 (major projects include):
 - Burner Management upgrade (\$338,000)
 - Phase I control upgrade (\$47,500)
 - Remote control isolation valves (\$125,000)
 - York OM-5500 Chiller control upgrade (\$92,000)
 - Clean power (\$75,000), Server room (\$87,000)
 - Brine tank (\$104,000), Roof replacement (\$1,300,000)

2022 Planned Expenditures - \$1,255,000 (major projects include):
 - Burner Management upgrade (\$348,000)
 - Phase II control upgrade (\$491,000)
 - Remote controlled isolation valves (\$232,000)
 - Cooling tower fans (\$109,000)
 - Other facility preservation projects (\$75,000)

2023-2025 Workplan includes the following major items:
 - Burner Management, condensate polishers,
 - Cooling tower fill, burner management upgrade, cooling tower structural
 - Remaining burner management upgrades

Project's Effect on County Priorities and the Operating Budget:

HCEC capital projects will improve operational efficiency and protect county assets.

Changes from Prior CIP:

The 2022 estimate has decreased by \$750,000 from the 2021-2025 budget a large unspent balance of prior appropriation still remains in the prior Energy Center Improvements capital project, #1003375.

Board Resolutions / Supplemental Information:

This project will replace the following capital project:

- Energy Center Improvements 2016-2020 (#1003375)
- Funded Budget: \$4,175,000
- Expenditures & Encumbrances: \$855,000
- Balance as of 12/31/21: \$3,320,000

NOTE: Bonding is assumed to be general obligation debt supported by Energy Center revenues.

A number of improvements are requested that will improve the operations at HCEC, the major projects included in this list are: System reliability and safety improvements such as replacement of condensate polishers, cooling tower fans, cooling tower fill, electrical upgrades, refrigerant upgrade (R-500), refrigerant detectors, boilers, and chillers, motors and pumps, electrical equipment, server room and controls, remote control isolation valves, and power factor correction, regulatory, process and emissions improvements.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			750,000	1,000,000	1,000,000	1,000,000		3,750,000
Administrator Proposed			750,000	1,000,000	1,000,000	1,000,000		3,750,000
CBTF Recommended			750,000	1,000,000	1,000,000	1,000,000		3,750,000
Board Approved Final			750,000	1,000,000	1,000,000	1,000,000		3,750,000

Project Name: 1006392 Transfer Station Facility Preservation 2021-2025
Major Program: Public Works
Department: Environment & Energy

Funding Start: 2021
Funding Completion: 2025

Summary:

This project will provide for necessary facility upgrades, renovations and improvements at the at the Brooklyn Park Transfer Station, located at 8100 N Jefferson Highway in Brooklyn Park, Minnesota and the Bloomington Recycle Center at 1400 W 96th Street in Bloomington, Minnesota.

Purpose & Description:

The purpose of this project is to properly plan for future corrective renovation, scheduled replacement and facility upgrade projects before failures occur. The capital funding request is a compilation of projects based on facility audits for the two facilities. These studies are conducted every five years and evaluate the building system life cycles for architectural, mechanical, electrical, roof equipment and finishes.

The summary reports from these audits are prioritized and incorporated into a revised plan for the current or upcoming five-year period. The most recent facility inspections were conducted in 2019.

All of the work done under the auspices of this project was identified through periodic surveys of the respective building systems by expert consultants and operations and maintenance staff. The surveys and audits provide a work plan to effect major facility repairs, renovations and upgrades in support of the county's service mission. Executing this responsibility requires considerable funding in a consistent and continuous stream on an annual basis.

This project will: 1) replace critical systems which have exceeded their predicted lifetime, 2) plan for future critical system replacements via a replacement plan based on detailed facility audits, and 3) maintain the physical infrastructures of two facilities that have high public usage. This funding allows staff to maintain buildings using a 5-year cyclical program based on statistical average life cycles of various building infrastructure systems. This ensures that buildings are maintained in optimal condition and that an appropriate quality of space is available for county programs.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Enterprise Income	350,000		350,000	400,000	400,000	400,000	400,000			1,950,000
Total	350,000		350,000	400,000	400,000	400,000	400,000			1,950,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	300,000	20,655	279,345	300,000	300,000	300,000	300,000			1,500,000
Consulting	25,000		25,000	50,000	50,000	50,000	50,000			225,000
Contingency	25,000		25,000	50,000	50,000	50,000	50,000			225,000
Total	350,000	20,655	329,345	400,000	400,000	400,000	400,000			1,950,000

Project Name: 1006392 Transfer Station Facility Preservation 2021-2025	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2025
Department: Environment & Energy	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	350,000	400,000	400,000	400,000	400,000			1,950,000
Administrator Proposed	350,000	400,000	400,000	400,000	400,000			1,950,000
CBTF Recommended	350,000	400,000	400,000	400,000	400,000			1,950,000
Board Approved Final	350,000	400,000	400,000	400,000	400,000			1,950,000

<p>Scheduling Milestones (major phases only):</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Projects Planned:</p> <ul style="list-style-type: none"> • 2021 (\$585,000): Architectural (\$195K); Electrical (\$50K); Life Safety (\$20K); Mechanical (\$290K); Parking/Grounds (\$10K); and Roofing (\$20K). • 2022 (\$510,000): Architectural (\$160K); Electrical (\$30K); Life Safety (\$110K); and Parking/Grounds (\$210K) • 2023 (\$450,000): Electrical (\$20K); Life Safety (\$10K); Mechanical (400K); and Parking/Grounds (\$20K) • 2024 (\$200,000): Architectural (\$50K); Mechanical (150K) <p>Due to the effects of COVID-19 with regard to accessing facilities and the availability of vendors, the mechanical work slated for completion in 2020 actually started in December of 2020 and will conclude in spring of 2021. The prior capital project (1002151) will be used for this work and be closed once the mechanical work is completed.</p> <p>This project is preceded by the following capital project:</p> <ul style="list-style-type: none"> • Transfer Station Facility Preservation 2016-2020 (1002151) • Funded Budget: \$1,050,000 • <u>Expenditures & Encumbrances:</u> \$ 652,000 • Balance as of 12/31/2021: \$ 398,000
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>This project will reduce expenditures for unplanned or emergency repairs and will reduce dependency on the Environment and Energy annual operating budget for major repairs. Effects on the operating budget cannot be quantified, but reductions to future operational repair expenses are expected.</p>	
<p>Changes from Prior CIP:</p> <p>No changes.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		350,000	500,000	500,000	300,000	300,000		1,950,000
Administrator Proposed		350,000	500,000	500,000	300,000	300,000		1,950,000
CBTF Recommended		350,000	500,000	500,000	300,000	300,000		1,950,000
Board Approved Final		350,000	500,000	500,000	300,000	300,000		1,950,000

Project Name: 1005188 Organics Tipping and Loading Expansion
Major Program: Public Works
Department: Environment & Energy

Funding Start: 2021
Funding Completion: 2022

Summary:

This project will expand the Brooklyn Park Transfer Station to add an area on the east side of the solid waste tipping area dedicated to receiving and storing organic material prior to loading it in end dump semi-trailers for delivery to compost sites.

Purpose & Description:

The Brooklyn Park Transfer Station is located at 8100 N Jefferson Highway. The current tipping and loading area for organics consists of temporary bunker which occupies a sizeable portion of the solid waste tipping area. This causes operational issues when incoming volumes of solid waste is high. Load-out of the organics is also difficult and interferes with incoming and outgoing hauler traffic from the solid waste tipping floor. Both the semi-trailer in which organics are being loaded as well as the loader itself operate on the tipping floor creating obstacles around which delivering solid waste haulers must maneuver in order to dump their loads. Inbound organic material contains a high amount of liquids which drain from the material when and after it is dumped on the tipping floor. The drainage system on the tipping floor is inadequate to manage these liquids and has been damaged by the amount and nature of the liquids.

The purpose of this project is to increase capacity at the transfer station to manage various streams of organics materials. The tonnage of incoming organics is expected to increase from the current 10,000 tons in 2020 to 25,000 or more tons per year in the next 3-5 years. Current space used for managing the organic material uses temporary space created in the solid waste tipping area and is not adequate to manage the incoming volume as well as creates operational issues for receiving solid waste when inbound flows are high. Incoming organic material also contains a high amount of liquids which the current drain system cannot adequately drain. The current drain system has suffered significant damage due to the volume and nature of the liquids contained in the organics loads.

HDR Engineering completed an expansion feasibility assessment in November 2013 and developed a conceptual layout which has been further developed to include a 10,800 square foot expansion to the east side of the transfer station building. HDR will complete the final design by the end of May 2021. The layout would add a new space for the delivery of organics by haulers, construct a tipping and holding area for multiple organics streams and allow egress from that area for the haulers to return to the solid waste tipping area and exit the building through an existing exit. This expansion would also allow appropriate space for loading of organics into semi-trailers as well for shipment to compost sites. HDR is also evaluating what would be needed to pre-process organics to remove contamination.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Enterprise	1,000,000		1,000,000							1,000,000
State - Other	1,000,000		1,000,000	1,000,000						2,000,000
Enterprise Income				1,000,000						1,000,000
Total	2,000,000		2,000,000	2,000,000						4,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	1,600,000		1,600,000	1,600,000						3,200,000
Consulting	200,000		200,000	200,000						400,000
Contingency	200,000		200,000	200,000						400,000
Total	2,000,000		2,000,000	2,000,000						4,000,000

Project Name: 1005188 Organics Tipping and Loading Expansion	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2022
Department: Environment & Energy	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	2,000,000	2,000,000						4,000,000
Administrator Proposed	2,000,000	2,000,000						4,000,000
CBTF Recommended	2,000,000	2,000,000						4,000,000
Board Approved Final	2,000,000	2,000,000						4,000,000

Scheduling Milestones (major phases only):
 Scoping: 2018
 Design: 2021
 Procurement: 2021
 Construction: 2021-2022
 Completion: 2022

Project's Effect on County Priorities and the Operating Budget:
 Managing organic materials currently found in the waste stream is consistent with the goals of the county's Climate Action Plan. Removing organics from landfills will reduce methane, which is a harmful Green House Gas.

Changes from Prior CIP:
 No change.

Board Resolutions / Supplemental Information:
 For the 2021 Legislative session the county submitted a bonding request of two million dollars for this project. This project is consistent with the goals of the Minnesota Pollution Control Agency's Solid Waste Policy Plan.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		2,000,000	2,000,000					4,000,000
Administrator Proposed		2,000,000	2,000,000					4,000,000
CBTF Recommended		2,000,000	2,000,000					4,000,000
Board Approved Final		2,000,000	2,000,000					4,000,000

Project Name: 1008034 New Anaerobic Digestion Facility
Major Program: Public Works
Department: Environment & Energy

Funding Start: 2021
Funding Completion: 2022

Summary:

This project will fund the development of an Anaerobic Digestion Facility and provide the organics processing infrastructure needed to support the expansion of organics recycling programs throughout the county.

Purpose & Description:

Diverting more organics from the trash is part of the county's climate action plan and solid waste management master plan. Organics are a problem in landfills, where decomposition produces methane, a greenhouse gas that is up to 34 times more powerful than carbon dioxide over a century. Approximately 30% of our trash is organic waste, and there are thousands of tons available for recycling. State law requires metropolitan counties to achieve a 75% recycling goal by the year 2030. To achieve this ambitious goal, the recycling of organic waste, primarily food waste, will be necessary.

In 2018 the Board approved revisions to the county's recycling ordinance to focus on organics. Business food waste recycling requirements went into effect January 1, 2020. Cities are required to offer residents the opportunity to recycle organics by January 1, 2022. As the implementation of organics recycling expands, organics diversion will increase significantly. The key limiting factor to the expansion of organics recycling is the infrastructure to process the organics into beneficial products. Composting is the most common organics processing method, but anaerobic digestion provides a better and higher use for this material. Specifically, anaerobic digestion has the added benefit of producing biogas which can be used to produce various forms of clean, renewable energy including renewable natural gas.

To ensure adequate organics processing infrastructure, county involvement is needed. Anaerobic digestion (AD) provides an opportunity to expand and diversify our local processing infrastructure. In 2018 the county released a Request for Qualifications (RFQ) to gauge interest from potential AD developers. The county received 15 responses. All responses highlighted the need for the county to provide support for one or more of the following critical factors to move forward with facility development: 1) a site, 2) feedstock commitment (organic material), 3) financing, and 4) agreements to purchase end products.

After reviewing the 15 responses to the AD RFQ, county staff selected a small group of the strongest respondents and continued discussions with those vendors. The county plans to release an RFP to those vendors to solicit proposals for the development of an AD facility in Hennepin County. This capital budget request includes consulting services to evaluate the RFP and negotiate an agreement, site acquisition, and construction and commissioning costs. This request will keep the county's AD development efforts moving forward and demonstrate the county's commitment to zero waste and climate action.



Anearobic Digestion Facility in San Luis Obispo, California

REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO Enterprise				22,000,000						22,000,000
State - Other				21,000,000						21,000,000
Enterprise Income	250,000		250,000	500,000						750,000
Total	250,000		250,000	43,500,000						43,750,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting	250,000	31,687	218,313							250,000
Contingency				43,500,000						43,500,000
Total	250,000	31,687	218,313	43,500,000						43,750,000

Project Name: 1008034 New Anaerobic Digestion Facility	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2022
Department: Environment & Energy	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	250,000	43,500,000						43,750,000
Administrator Proposed	250,000	43,500,000						43,750,000
CBTF Recommended	250,000	43,500,000						43,750,000
Board Approved Final	250,000	43,500,000						43,750,000

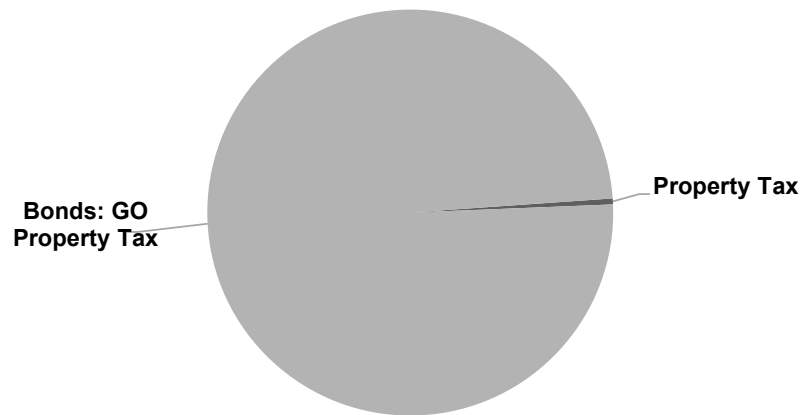
<p>Scheduling Milestones (major phases only):</p> <p>CONCEPT SCHEDULES</p> <p>Sheriff's ESD HQ: Site Search: Q2 2021 - Q3 2021 Design & Construct: Q4 2021 - Q1 2023 Relocate from Site: Q1 2023</p> <p>Anerobic Digestion Facility: Permitting: Q3 2022 - Q4 2022 Design: Q4 2022 Construction: Q3 2023 - Q2 2025 Completion: Q2 2025</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>This project is consistent with the goals of the county's climate action plan. Specifically, this project would divert organic materials from landfills and thereby reduce the generation of methane, which is a potent Greenhouse Gas.</p> <hr/> <p>Changes from Prior CIP:</p> <p>The is a new request. This project will fund the development of an Anaerobic Digestion Facility and provide the organics processing infrastructure needed to support the expansion of organics recycling programs throughout the county.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>This project will be funded with proceeds from the Solid Waste Enterprise Fund.</p> <p>Resolution 21-0197 (June 1, 2021): BE IT RESOLVED, that capital project 1008034 New Anaerobic Digestion Facility be identified in the 2021 Capital Budget with an appropriation of \$250,000 funded by a transfer from the Solid Waste Fund balance to cover preliminary planning costs; that the administrator is directed to include an additional \$43,250,000 in state and county general obligation bonding in the 2022 Capital Budget for construction and related costs of the project;...</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

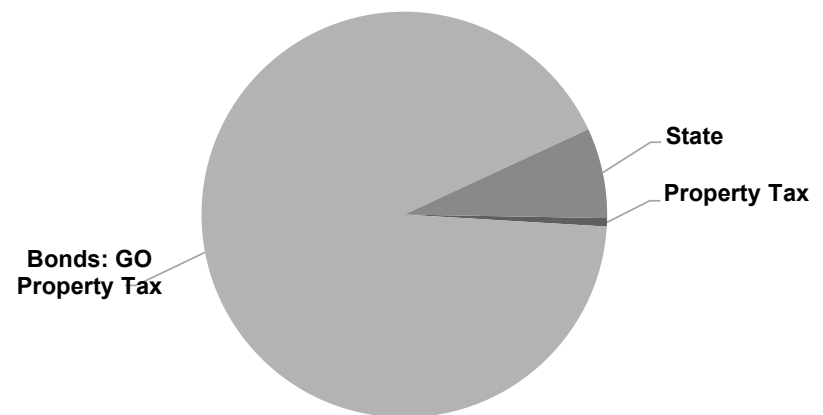
Law, Safety and Justice

The Law, Safety and Justice line of business includes the county's activities in law enforcement, criminal prosecution, legal counsel for the indigent, and correctional programs. The county departments contributing to this major program consists of: Public Safety Administration, County Attorney's Office, Court Functions, Public Defender's Office, Sheriff's Office, Department of Community Corrections & Rehabilitation and Sheriff's Radio Communications. In addition, the county is responsible for providing physical space and related capital improvements for the Fourth Judicial District Court of Minnesota.

2022 Budget



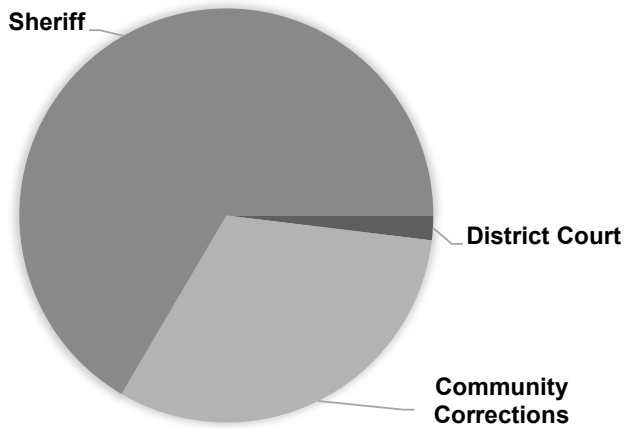
2022 - 2026 CIP



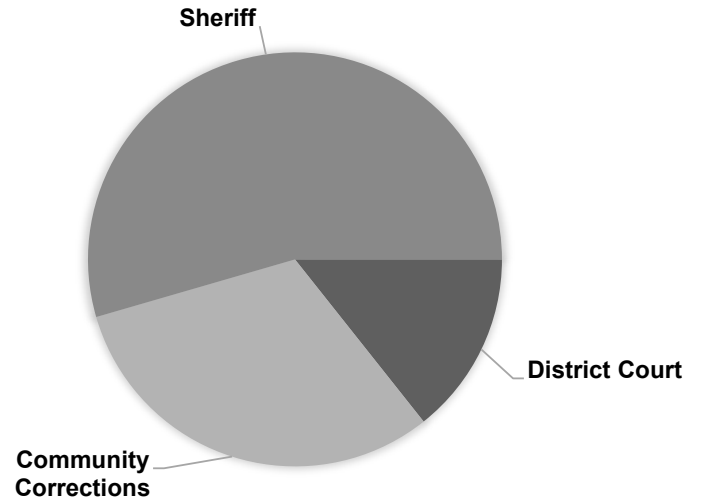
Revenue Category	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Property Tax	200,000	0.5%	100,000	0	200,000	0	500,000	0.7%
Bonds: GO Property Tax	42,270,000	99.5%	19,410,000	4,740,000	2,795,000	0	69,215,000	92.1%
State	0	0.0%	1,800,000	1,800,000	1,800,000	0	5,400,000	7.2%
Total	42,470,000	100.0%	21,310,000	6,540,000	4,795,000	0	75,115,000	100.0%

Law, Safety and Justice Expenditures

2022 Budget



2022 - 2026 CIP



Expenditure Area	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
District Court	815,000	1.9%	3,950,000	3,195,000	2,800,000	0	10,760,000	14.3%
Community Corrections	13,395,000	31.6%	4,690,000	3,345,000	1,995,000	0	23,425,000	31.2%
Sheriff	28,260,000	66.5%	12,670,000	0	0	0	40,930,000	54.5%
Total	42,470,000	100.0%	21,310,000	6,540,000	4,795,000	0	75,115,000	100.0%

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
Grand Total			1,523,500,660	602,968,712	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	77,935,000	3,048,687,160
LAW, SAFETY AND JUSTICE			26,585,000	13,217,793	42,470,000	21,310,000	6,540,000	4,795,000	0	0	101,700,000
District Court			4,540,000	3,304,405	815,000	3,950,000	3,195,000	2,800,000	0	0	15,300,000
III-2	1003245	HCGC Courtroom Jury Reconfiguration	540,000	25,169	815,000	1,350,000	595,000	0	0	0	3,300,000
		Bonds - GO	540,000		815,000	1,350,000	595,000	0	0	0	3,300,000
III-4	1008036	District Court Psychological Services Expansion	0	0	0	0	0	100,000	0	0	100,000
		Property Tax	0		0	0	0	100,000	0	0	100,000
III-6	1008037	New In-custody Courtroom	0	0	0	0	0	100,000	0	0	100,000
		Property Tax	0		0	0	0	100,000	0	0	100,000
III-8	1006378	District Court Digital Evidence Technology	4,000,000	3,279,237	0	2,600,000	2,600,000	2,600,000	0	0	11,800,000
		Bonds - GO	1,500,000		0	800,000	800,000	800,000	0	0	3,900,000
		State - Other	2,500,000		0	1,800,000	1,800,000	1,800,000	0	0	7,900,000
Community Corrections & Rehabilitation			20,535,000	9,661,963	13,395,000	4,690,000	3,345,000	1,995,000	0	0	43,960,000
III-10	1006380	DOCCR ACF Asset Protection 2019-2025	19,565,000	8,822,883	12,055,000	4,590,000	3,345,000	1,995,000	0	0	41,550,000
		Bonds - GO	19,565,000		12,055,000	4,590,000	3,345,000	1,995,000	0	0	41,550,000
III-12	1007207	Juvenile Detention Center Safety Upgrades	970,000	839,080	1,140,000	0	0	0	0	0	2,110,000
		Bonds - GO	970,000		1,140,000	0	0	0	0	0	2,110,000
III-14	1005168	ACF Program Services Remodel	0	0	100,000	0	0	0	0	0	100,000
		Property Tax	0		100,000	0	0	0	0	0	100,000
III-16	1008038	ACF Men's Visitation/Education & Staff Training Remodeling	0	0	100,000	0	0	0	0	0	100,000
		Property Tax	0		100,000	0	0	0	0	0	100,000
III-18	0031843	ACF Women's Section Expansion	0	0	0	100,000	0	0	0	0	100,000
		Property Tax	0		0	100,000	0	0	0	0	100,000
Sheriff			1,510,000	251,425	28,260,000	12,670,000	0	0	0	0	42,440,000
III-20	1007652	North Metro Regional Public Safety Training Facility	700,000	0	7,500,000	0	0	0	0	0	8,200,000
		Bonds - GO	0		7,500,000	0	0	0	0	0	7,500,000
		Other	700,000		0	0	0	0	0	0	700,000
III-22	1006425	New Sheriff's Law Enforcement Center	0	0	20,000,000	12,000,000	0	0	0	0	32,000,000
		Bonds - GO	0		20,000,000	12,000,000	0	0	0	0	32,000,000
III-24	1007214	Sheriff's Furniture Upgrades	810,000	251,425	530,000	0	0	0	0	0	1,340,000
		Bonds - GO	810,000		530,000	0	0	0	0	0	1,340,000
III-26	1008699	Sheriff ADC 5th Floor Reprogramming	0	0	230,000	670,000	0	0	0	0	900,000
		Bonds - GO	0		230,000	670,000	0	0	0	0	900,000

Project Name: 1003245 HCGC Courtroom Jury Reconfiguration
Major Program: Law, Safety and Justice
Department: District Court

Funding Start: 2017
Funding Completion: 2024

Summary:

The project, located at the Hennepin County Government Center (HCGC) at 600 S 6th Street in Minneapolis, Minnesota will reconfigure jury box seating within approximately 37 courtrooms and expand and remodel approximately 26 jury deliberation / adjacent conference rooms.

Purpose & Description:

District Court occupies 16 floors and operates approximately 51 courtrooms at HCGC. Of these, approximately 37 courts have jury boxes with approximately 26 adjacent jury deliberation rooms. This project will solve both functional and accessibility issues within the existing jury boxes and provide additional space for the increased number of jurors convening in the jury deliberation and conference rooms.

The jury boxes have been deemed to be deficient on three counts: 1) the current floor post mounted seating in not adjustable for different sized jurors and this presents discomfort for extended seating during courtroom proceedings, 2) Judges are requesting seating for 16 jurors rather than the existing 12 or an increase of 4 jurors for each jury box, and 3) the jury box seating needs to accommodate accessibility for potential jurors and feel inclusive to the person seated in that location.

In many of these courtrooms, the back row of the jury box is raised up and does not have a handrail or guardrail for separation or protection from the elevation change. As a consequence some jurors have tripped and have fallen due to a lack of a guardrail between the two levels.

Additionally, the current jury deliberation rooms and connected conference rooms no longer meet the needs of jurors during deliberations. Increasing the number of jurors will require more chairs, larger tables and more space and this will require an expansion to the existing jury deliberation / conference rooms. Furthermore, current deliberation rooms have limited accessibility to accommodate a juror in a wheelchair or walker.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	540,000	514,832	25,168	815,000	1,350,000	595,000				3,300,000
Total	540,000	514,832	25,168	815,000	1,350,000	595,000				3,300,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	339,000	500,000	(161,000)	411,000	820,000	411,000				1,981,000
Consulting	37,000	14,832	22,168	192,000	56,000	28,000				313,000
Equipment	51,000		51,000							51,000
Furnishings	71,000		71,000	159,000	319,000	156,000				705,000
Contingency	42,000		42,000	53,000	155,000					250,000
Total	540,000	514,832	25,168	815,000	1,350,000	595,000				3,300,000

Project Name: 1003245 HCGC Courtroom Jury Reconfiguration	Funding Start: 2017
Major Program: Law, Safety and Justice	Funding Completion: 2024
Department: District Court	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	540,000	815,000	1,350,000	595,000				3,300,000
Administrator Proposed	540,000	815,000	1,350,000	595,000				3,300,000
CBTF Recommended	540,000	815,000	1,350,000	595,000				3,300,000
Board Approved Final	540,000	815,000	1,350,000	595,000				3,300,000

<p>Scheduling Milestones (major phases only): Work will be carried out in a phased manner.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The State of Minnesota has 10 Judicial Districts, with specific counties belonging to each District. The 4th Judicial District serves only Hennepin County, and is the state's largest trial court. The 4th Judicial District occupies space in 5 downtown Minneapolis facilities as well as 3 suburban courts facilities.</p> <p>Providing new chairs will allow a more comfortable and ergonomic seating experience. With a total of 37 courtrooms and 12 jury box chairs, the existing chairs to remove would equal 444 total. If 16 chairs need to be replaced, then the total number of replacement chairs would be approximately 592 total. In addition, there are 18 restrooms that are connected to the jury deliberation rooms that need to be remodeled to make them handicap accessible.</p>
<p>Project's Effect on County Priorities and the Operating Budget: None.</p>	
<p>Changes from Prior CIP: The 2022 estimate has increased \$1,395,000 over the 2018-2023 budget due to and increase in the number of courtrooms that will be modified, prior estimates only had 30 courtrooms in the project scope, the current scope now includes 41. Additionally the project has been pushed out further than originally planned and escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008036 District Court Psychological Services Expansion
Major Program: Law, Safety and Justice
Department: District Court

Funding Start: 2025
Funding Completion: 2025

Summary:

Due to increased demand for services, this project will expand the 4th Judicial District Court's Psychological Services Office at the Hennepin County Government Center.

Purpose & Description:

The purpose of this project is to provide space for District Court's Psychological Services continuing program growth and the development of a separate interview suite. This office currently resides on south end of floor C-5 of Government Center and has a total of 4,000 SF and is adjacent the Mental Health / Probate Division and is comprised of additional interview rooms, hotel workstations, workstations, conference rooms and support spaces. The space need for this expansion is approximately 6,700 SF, adopting the neutral interview room model for service delivery, and would contain 12 interview rooms, conference space, 4 enclosed offices, 26 staff workstations and 12 hoteling workstations with support space. Staff will continue to utilize the existing space on C-5. District Court highly recommends that the Psych Services Office be near the Psych Services Interview Suite and Civil Commitment Court (both located on C-5) to allow quick access for examiners who frequently return to their offices to read records or await testimony. Examiners need a quiet and distraction-free environment that a drop-in conference room on the court's hallway cannot provide.

During 2019, the county and the courts conducted a Facility Master Planning Study that focused on identifying the operational, space, staffing and facility needs of the Fourth Judicial District for the next twenty years. This project was one of the recommended program expansions identified in this study. In addition, with the acquisition of the Thrivent Financial building across the street from the Government Center, the county conducted a Downtown Campus Master Plan, primarily to identify departmental relocations to accommodate the move of District Court's Family Court from the county owned Family Justice Center to the Hennepin County Government Center. This plan identified a potential location for Psychological Services on A-4 of the Government Center to grow into, pending availability, as the Downtown Campus Master Plan recommendations are reviewed more closely for final program fit and accommodation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax							100,000			100,000
Total							100,000			100,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting							100,000			100,000
Total							100,000			100,000

Project Name: 1008036 District Court Psychological Services Expansion	Funding Start: 2025
Major Program: Law, Safety and Justice	Funding Completion: 2025
Department: District Court	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested					100,000			100,000
Administrator Proposed					100,000			100,000
CBTF Recommended					100,000			100,000
Board Approved Final					100,000			100,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2025 Design: TBD Procurement: TBD Construction: TBD Completion: TBD</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p> <hr/> <p>Changes from Prior CIP:</p> <p>No changes.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>During 2019, in partnership with the National Center for State Courts, a cross-functional team conducted a Courts Facility Master Planning Study that focused on identifying the operational, staffing and facility needs of the Fourth Judicial District for the next twenty years. This broad-based scope assessment reviewed national trends and best practices in order to benchmark District Court operations and space needs at their four downtown Minneapolis locations and two suburban locations. Detailed case-load assessments were conducted in order to attempt to model future staff and space needs.</p> <p>In addition, exploration of conceptual space layout options for high level comparative analysis was conducted. After the acquisition of the former Thrivent Financial Building (625 Building) the decision was made by Hennepin County to relocate Family Court operations from the Family Justice Center to the Hennepin County Government Center to consolidate the courts. This created the need for a Courts Facility Master Plan to study and explore potential options and impacts of the proposed move of Family Courts.</p> <p>The State of Minnesota has 10 Judicial Districts, with specific counties belonging to each District. The 4th Judicial District serves only Hennepin County, and is the state's largest trial court. The 4th Judicial District occupies space in 5 downtown Minneapolis facilities as well as 2 suburban courts facilities.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested						100,000		100,000
Administrator Proposed						100,000		100,000
CBTF Recommended						100,000		100,000
Board Approved Final						100,000		100,000

Project Name: 1008037 New In-custody Courtroom
Major Program: Law, Safety and Justice
Department: District Court

Funding Start: 2025
Funding Completion: 2025

Summary:

This project will create a new In-Custody courtroom for District Court with secure holding and a Judicial Chamber at the Government Center.

Purpose & Description:

Due to the recent relocation of Southdale's criminal court operations to the Government Center and the need for the high-volume calendar to be adjacent to a filing counter, there has been a need for additional criminal cases to be heard in the In-Custody courtrooms on C-11 at the Government Center. This has resulted in a lack of secure in-custody courtroom space. While a short-term solution has been found in utilizing C-857 as an In-Custody courtroom, District Court has requested an additional In-Custody courtroom be built to address this need and to help with the projected growth of In-Custody calendars. During 2019, the county and the courts conducted a Facility Master Planning Study that focused on identifying the operational, space, staffing and facility needs of the Fourth Judicial District for the next twenty years. This project was one of the recommended program expansions identified in this study.

The proposed new In-Custody Courtroom should be designed as a high-volume courtroom, capable of handling a high case load. This courtroom will have 3 small conference rooms accessible from the public corridor adjacent to the proposed In-Custody courtroom. These conference rooms will provide space to meet for other judicial partners. A new judicial chamber and judicial staff space will also be provided to support this new courtroom. A new small secure holding area will be provided for those In-Custody with access to the secure elevator in the C-Tower and this new courtroom.

The total project area for the courtroom, 3 conference rooms, judicial chamber and a small secure holding area is approximately 3,500 USF. A possible location for a new in-custody courtroom to be built is on the north end of C-8, currently occupied by the Central Court Reporting Unit (CCRU) which occupies approximately 2,000 SF. The CCRU function, which includes court reporter workspaces and a room for their servers, would then need to be relocated as part of this project. The Downtown Campus Master Plan, which focused on consolidating Family Courts into the Government Center from the Family Justice Center, identified a potential location for CCRU on A-4 of the Government Center, pending availability, as the master plan's recommendations are reviewed more closely for final program fit and accommodation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax							100,000			100,000
Total							100,000			100,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting							100,000			100,000
Total							100,000			100,000

Project Name: 1008037 New In-custody Courtroom	Funding Start: 2025
Major Program: Law, Safety and Justice	Funding Completion: 2025
Department: District Court	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested					100,000			100,000
Administrator Proposed					100,000			100,000
CBTF Recommended					100,000			100,000
Board Approved Final					100,000			100,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2025 Design: TBD Procurement: TBD Construction: TBD Completion: TBD</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p> <hr/> <p>Changes from Prior CIP:</p> <p>No changes.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>During 2019, in partnership with the National Center for State Courts, a cross-functional team conducted a Courts Facility Master Planning Study that focused on identifying the operational, staffing and facility needs of the Fourth Judicial District for the next twenty years. This broad-based scope assessment reviewed national trends and best practices in order to benchmark District Court operations and space needs at their four downtown Minneapolis locations and two suburban locations. Detailed case-load assessments were conducted in order to attempt to model future staff and space needs. In addition, exploration of conceptual space layout options for high level comparative analysis was conducted. After the acquisition of the former Thrivent Financial Building (625 Building) the decision was made by Hennepin County to relocate Family Court operations from the Family Justice Center to the Hennepin County Government Center to consolidate the courts. This created the need for a Courts Facility Master Plan to study and explore potential options and impacts of the proposed move of Family Courts.</p> <p>The State of Minnesota has 10 Judicial Districts, with specific counties belonging to each District. The 4th Judicial District serves only Hennepin County, and is the state's largest trial court. The 4th Judicial District occupies space in 5 downtown Minneapolis facilities as well as 2 suburban courts facilities.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested						100,000		100,000
Administrator Proposed						100,000		100,000
CBTF Recommended						100,000		100,000
Board Approved Final						100,000		100,000

Project Name: 1006378 District Court Digital Evidence Technology
Major Program: Law, Safety and Justice
Department: District Court

Funding Start: 2020
Funding Completion: 2025

Summary:

This project will evaluate the digital evidence technology needs of District Court courtrooms and install the recommended equipment needed to provide modern digital technology appropriate for each location. The work includes the AV equipment and associated building remodeling needed to allow for the installation.

Purpose & Description:

The purpose of the District Court Digital Evidence Technology project is to provide fair and equal access to justice to the residents of Hennepin County, by removing technological barriers associated with the presentation of evidence in hearings, cases and trials. Specifically, the goals of this project are:

- To appropriately level the technology playing field for all hearing participants
- Provide a consistent level of capability across the District
- Provide an appropriate technology system for each courtroom
- Provide systems that are easy to use, easy to connect to, and are consistent across the District

Digital video evidence presentation systems are essential to meeting these goals because we are now living in a world where we constantly produce and consume digital information. Even when we work with paper documents, they are generated from a computer. Therefore, attorneys and even pro se defendants often have digital evidence to present at their hearing. They currently must either print multiple copies of their documents for all parties in a trial or bring in their own audio video equipment to present their case. Adding digital video evidence presentation systems is an integral part of modernizing the courtroom work environment.

There is currently not a uniform method for displaying digital video evidence in the county courtrooms. Only four courtrooms currently have wall-mounted video monitors with the remaining courtrooms being served by carts with monitors that are moved as needed into a courtroom.

The new construction will provide appropriate updated audio and visual technology to all facility locations and include the bench, attorney tables, jury boxes, the general public areas, as well as adjacent jury deliberation rooms.

The project scope details and a detailed implementation schedule have not yet been finalized. Project costs are subject to significant variability and increases.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	1,500,000	726,559	773,441		800,000	800,000	800,000			3,900,000
State - Other	2,500,000		2,500,000		1,800,000	1,800,000	1,800,000			7,900,000
Total	4,000,000	726,559	3,273,441		2,600,000	2,600,000	2,600,000			11,800,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction		606,196	(606,196)							
Consulting		109,864	(109,864)							
Furnishings		4,704	(4,704)							
Contingency	4,000,000		4,000,000		2,600,000	2,600,000	2,600,000			11,800,000
Total	4,000,000	720,763	3,279,237		2,600,000	2,600,000	2,600,000			11,800,000

Project Name: 1006378 District Court Digital Evidence Technology	Funding Start: 2020
Major Program: Law, Safety and Justice	Funding Completion: 2025
Department: District Court	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	4,000,000		2,600,000	2,600,000	2,600,000			11,800,000
Administrator Proposed	4,000,000		2,600,000	2,600,000	2,600,000			11,800,000
CBTF Recommended	4,000,000		2,600,000	2,600,000	2,600,000			11,800,000
Board Approved Final	4,000,000		2,600,000	2,600,000	2,600,000			11,800,000

Scheduling Milestones (major phases only):

Courtrooms will be upgraded in multiple phases. The overall schedule will stretch over approximately 10 years as courtrooms will need to be taken out of service to update the technology. A detailed implementation schedule has not yet been finalized. Project costs are subject to significant variability and increases.

Scoping: 3rd Qtr 2019
Design: 3rd Qtr 2019 (Pilot)

Re-Scoping: TBD
Re-Design: TBD
Procurement: TBD
Construction: TBD
Completion: TBD

Please note: Phase 1 is currently on hold due to changing priorities caused by COVID-19.

Project's Effect on County Priorities and the Operating Budget:

The completion of the pilot project will help determine this impact.

Changes from Prior CIP:

Costs will be revised upon completion of a more detailed scoping effort and a forensic review of existing courtroom infrastructure conditions. This project will take approx. 10 years to complete due to funding and the need to take courtrooms out of service to update the technology.

Board Resolutions / Supplemental Information:

The county currently has 96 courtrooms/hearing rooms. They will to be addressed as follows:

- Pilot (2019, 2020): Implement digital evidence technology in one (1) Brookdale and one (1) Ridgedale courtroom. Implement digital evidence technology in one (1) Government Center courtroom with the equipment racks in the courtroom and telecomm room, on the floor. Determine the infrastructure requirement to the Government Center lower level to support the digital evidence technology needs.
- Phase 1 (On Hold): Eight (8) Government Center courtrooms funded from prior appropriations from existing capital projects (these include C-753, C-1353, C-1456, C-1559, C-1655, C-1859, C-1553 and C-953).

These projects and their available funding are:
HCGC Counsel Table Technology (#1004535) \$400,000
HCGC Courtroom Jury Reconfiguration (#1003245) \$523,000

- Phase 2-7 (On Hold): Future implementation of digital evidence technology on 55 courtrooms located in Downtown (Government Center, Juvenile Justice Center, Public Safety Facility) and Suburban locations (Brookdale and Ridgedale Regional Centers). This work will be funded from this project request.
- 31 courtrooms/hearing rooms: No work will be performed in 31 existing courtrooms/hearing rooms as they will be covered under separate capital projects (HCGC C-3 Courtroom Remodeling #1006388), or are in locations slated to be removed from the county inventory (City Hall, Family Justice Center & Southdale).

Restrooms in the Jury Deliberation space will not be part of this project but will be remodeled to meet code, this work will be carried out through the C-Tower Piping Upgrade project, a sub-project of the HCGC Infrastructure Preservation capital project (1000874). This project has contributed \$500,000 towards the C-Tower Plumbing Piping Upgrade project.

District Court has contracted with Spectrum Engineers of Salt Lake City, Utah, for the design of the audio and video equipment needed for this project. Information from their Feb. 28, 2018 report was used in the scoping of this project.

The equipment will be procured and funded annually by the 4th Judicial District, with the related building infrastructure construction work provided by Hennepin County. Space requirements to house the digital evidence equipment still need to be determined.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	4,000,000							4,000,000
Administrator Proposed	4,000,000							4,000,000
CBTF Recommended	4,000,000							4,000,000
Board Approved Final	4,000,000							4,000,000

Project Name: 1006380 DOCCR ACF Asset Protection 2019-2025
Major Program: Law, Safety and Justice
Department: Community Corrections & Rehabilitation

Funding Start: 2019
Funding Completion: 2025

Summary:

This project will plan for asset preservation projects throughout the Adult Corrections Facility campus in a fiscally responsible manner and will allow scheduling of future replacement of equipment and structural systems.

Purpose & Description:

The Facility Services Department maintains the Adult Corrections Facility (ACF) campus for the Community Corrections & Rehabilitation Department to provide adult correctional services for the county. As costs of new facilities rise, this preservation program will ensure that this significant campus is appropriately maintained, and the physical and economic value is preserved.

Availability of regular funding through this project permits staff to conduct comprehensive building condition surveys and audits of the buildings and site. Staff can then identify and prioritize necessary rehabilitation, replacement, and upgrade work, and follow through by implementing the work in a planned and cost-effective manner. Regular upgrades and replacements provided by this project will prolong the life of the campus facilities, reduce the need for expenditures on unplanned or emergency repairs, stem deterioration of the real estate asset, and reduce dependence on annual operating budgets for repairs.

This project is based on the most recent facility audits, which occurred in 2013 and 2019. Additionally, a study of the Men's Cell Block and associated site features was conducted during 2017 by CNB Architect LLC. The Men's Cell Block Study found new deficiencies and confirmed many others that were previously identified. These new deficiencies have been built into the five-year asset protection plan for the campus, with the immediate needs of the cell block area being prioritized into the first couple years of this project.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	19,565,000	4,985,933	14,579,067	12,055,000	4,590,000	3,345,000	1,995,000			41,550,000
Total	19,565,000	4,985,933	14,579,067	12,055,000	4,590,000	3,345,000	1,995,000			41,550,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	16,298,000	9,186,928	7,111,072	9,860,000	3,676,000	2,571,000	1,535,000			33,940,000
Consulting	1,774,000	1,553,934	220,066	1,148,000	413,000	258,000	154,000			3,747,000
Equipment	56,000		56,000	36,000	31,000					123,000
Furnishings				6,000						6,000
Other Costs		1,255	(1,255)							
Contingency	1,437,000		1,437,000	1,005,000	470,000	516,000	306,000			3,734,000
Total	19,565,000	10,742,117	8,822,883	12,055,000	4,590,000	3,345,000	1,995,000			41,550,000

Project Name: 1006380 DOCCR ACF Asset Protection 2019-2025	Funding Start: 2019
Major Program: Law, Safety and Justice	Funding Completion: 2025
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	19,565,000	12,055,000	4,590,000	3,345,000	1,995,000			41,550,000
Administrator Proposed	19,565,000	12,055,000	4,590,000	3,345,000	1,995,000			41,550,000
CBTF Recommended	19,565,000	12,055,000	4,590,000	3,345,000	1,995,000			41,550,000
Board Approved Final	19,565,000	12,055,000	4,590,000	3,345,000	1,995,000			41,550,000

Scheduling Milestones (major phases only):

Mechanical and plumbing infrastructure updates to the cellblocks, window & cell bunk replacements and Segregation unit expansion will begin in 2nd quarter 2021 and finish in 1st quarter 2024. \$17 million of this work is currently under contract and will be spent over the next 3 years.

Facility Preservation expenditures are estimated to be approximately \$3.7 million in 2021 and \$3.5 million in 2022.

Project's Effect on County Priorities and the Operating Budget:

Upgrades and replacements completed as part of this project will:

1. Avoid future intangible repair cost
2. Improve Health & Safety conditions: Bunk replacement, HVAC improvement to reduce condensation that creates slip and fall hazard
3. Reduce the likelihood of catastrophic mechanical failure that would leave all or part of the facility inoperable: Plumbing improvements
4. Support the County's energy reduction goals through installation of LED light fixtures and more energy efficient windows.

Changes from Prior CIP:

The 2022 estimate has increased \$5,000,000 over the 2021-2025 budget due to a significant number of preservation items that have been identified over the last year, including: Replacement of life-cycled mechanical assets (\$1,000,000), Women's chiller replacement (\$300,000), multiple AHU/RTU replacements (\$500,000), multiple buildings/areas in need of new roofs (\$1,300,000), skylight replacement (\$400,000), generator replacement (\$500,000), distribution panel upgrades (\$400,000). Additionally, escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.

Board Resolutions / Supplemental Information:

This project is located at the Adult Correctional Facility (ACF) in Plymouth, Minnesota. This Men's Section building was originally built in 1930 and the Women's Section was originally built in 1993. There have been several additions and remodeling projects done over time.

This project contains the following components:

ITEM	TIMELINE	COST
Men's Cell Block HVAC	2021-2024	\$13,167,000
Men's Cell Block Window	2021-2024	\$ 3,710,000
Men's Cell Block Bunk-Finishes	2021-2024	\$ 3,728,000
Men's Segregation Unit	2021-2022	\$ 1,227,000
Men's Shower	2022-2023	\$ 2,423,000
Men's Hallway-Dining	2023-2024	\$ 2,183,000
Other Campus-wide Preservation	2019-2025	\$15,112,000

RESOLUTION 20-0097 (April 7, 2020): BE IT RESOLVED, that a contract with Ericksen, Ellison and Associates, Inc., for engineering and architectural services for the Adult Corrections Facility (ACF) Asset Protection project (CP 1006380)...in an amount not to exceed \$1,263,720 be approved;

RESOLUTION 21-0122 (March 23, 2021): BE IT RESOLVED, that the award of Contract 5116A0 to Donlar Construction for the Adult Correctional Facility (ACF) Men's Campus Updates project (Capital Project 1006380, Subproject 1006790), in the amount of \$17,327,000 be approved;

Nearly half the work of Contract 5116A0 will be handled by Go Fetch Mechanical, a Minneapolis company owned by Native American women that fills a diversity contract priority for the county.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	8,000,000	11,565,000	10,755,000	3,765,000	2,465,000			36,550,000
Administrator Proposed	8,000,000	11,565,000	10,755,000	3,765,000	2,465,000			36,550,000
CBTF Recommended	8,000,000	11,565,000	10,755,000	3,765,000	2,465,000			36,550,000
Board Approved Final	8,000,000	11,565,000	10,755,000	3,765,000	2,465,000			36,550,000

Project Name: 1007207 Juvenile Detention Center Safety Upgrades
Major Program: Law, Safety and Justice
Department: Community Corrections & Rehabilitation

Funding Start: 2020
Funding Completion: 2022

Summary:

This project would remodel the railing systems of six living mods and replace six basketball backboard systems and associated protection pads in the gymnasium at the Juvenile Detention Center.

Purpose & Description:

The Department of Community Corrections and Rehabilitation (DOCCR) operates the Juvenile Detention Center located in downtown Minneapolis. Youth reside on floors two, three and four in mods with rooms which are located, in part, on an upper level from each floor. Currently only a guardrail system exists at the upper level accessible through an open stairway. In recent years, we have found that our youth have displayed behaviors that are impulsive and/or self-harming and we need to create a safer space. To reduce the risk of injury from a jump or fall, the project would replace the guardrails at the upper level and open stairs with a full height system of polycarbonate and metal screens to reduce the possibility of injury. This system provides a less institutional look, a criteria the Minnesota Department of Corrections has advanced. Additional building systems that may be impacted include security cameras and fire protection piping. Both the upper level walkways and stairways must be visible to staff from the main levels of the living mod.

Secondly, this project will replace all backboards, rims, and supports in the gymnasium. The backboard and support systems are original to this 35-year-old building. Break-away rims will be installed to reduce stress on the new backboards, rims, and supports. The work to ensure appropriate structural support and reinforcement will lead to these lasting for years to come. The existing and missing protective wall padding will be replaced with new fire-retardant padding.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	970,000	28,955	941,045	1,140,000						2,110,000
Total	970,000	28,955	941,045	1,140,000						2,110,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	662,000	43,180	618,820	1,081,000						1,743,000
Consulting	131,000	56,390	74,610	(26,000)						105,000
Equipment	50,000		50,000	40,000						90,000
Furnishings		31,350	(31,350)							
Contingency	127,000		127,000	45,000						172,000
Total	970,000	130,920	839,080	1,140,000						2,110,000

Project Name: 1007207 Juvenile Detention Center Safety Upgrades	Funding Start: 2020
Major Program: Law, Safety and Justice	Funding Completion: 2022
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	970,000	1,140,000						2,110,000
Administrator Proposed	970,000	1,140,000						2,110,000
CBTF Recommended	970,000	1,140,000						2,110,000
Board Approved Final	970,000	1,140,000						2,110,000

Scheduling Milestones (major phases only):
 Scoping: Feb 2020
 Design: Mar 2021
 Procurement: Sept 2021
 Construction: Nov 2021
 Completion: April 2022

Board Resolutions / Supplemental Information:
RESOLUTION 19-0387 R1 (December 12, 2019): The 2020 Capital Budget approved \$970k for this project. However, the design phase revealed that funding was inadequate to accomplish the project in a way that would accomplish safety and aesthetic goals.

Project's Effect on County Priorities and the Operating Budget:
 This project will improve the safety and security of youth served at the Juvenile Detention Center. The system provides a less institutional look than the current railing system and the originally proposed replacement system.

Changes from Prior CIP:
 The 2022 estimate has increased \$1,140,000 over the 2020-2024 budget as additional inspections from DOCCR staff and the MN Department of Corrections had concerns over the original planned safety upgrades. The new plan moving forward will now 1) remove of the existing railings, 2) modify the existing sprinkler systems, 3) add security cameras and 4) install polycarbonate/metal screen system floor to ceiling.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1005168 ACF Program Services Remodel
Major Program: Law, Safety and Justice
Department: Community Corrections & Rehabilitation

Funding Start: 2022
Funding Completion: 2022

Summary:

This project will remodel approximately 18,800 USF within the Department of Community Corrections & Rehabilitation's (DOCCR) Men's Adult Correctional Facility (ACF) Support Services areas.

Purpose & Description:

The Adult Correctional Facility Men's Section in Plymouth is in need of remodeling to improve efficiency of service delivery and maintain a safe environment for staff and inmates. This project will implement changes to support services areas as noted:

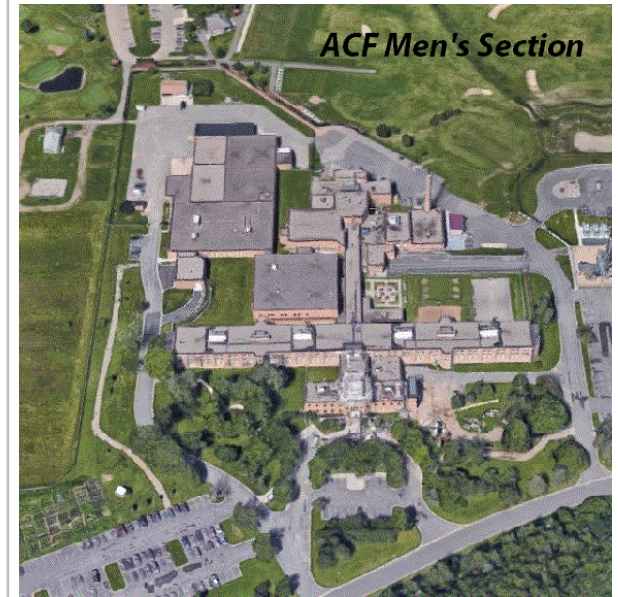
The Laundry Room, located on the 1st floor, will require a new single-user ADA compliant toilet room and remodeling to provide an acoustic absorptive ceiling system to control noise levels produced by the machines in this space. Other areas of the first floor will need remodeling to provide ADA compliant accessibility and more efficient delivery of services. Work will be conducted in the following Support Service areas: library, staff offices, post office and canteen space swap, storage room, and staff break room. Total remodel area for this space is approximately 2,200 USF.

Work in the first floor Medical Unit will include flooring upgrades to the entire space of approximately 2,200 USF, new furniture for the shared medical staff office space (6 workstations) and the Nurse Manager on staff.

A new HVAC Unit is required to provide conditioned air to the spaces on the first floor since no air changes exist in the current state in this zone. The total HVAC work area is anticipated to be approximately 2,600 USF.

The second floor remodeling will focus on the Programing Office area to provide sterile interview rooms, minor remodeling in offices, classrooms and new ergonomic office furniture in all the remodeled areas. New efficient LED light fixtures and new flooring will be provided in the remodeled areas. Total second floor remodel area is anticipated to be approximately 11,800 USF.

Total project area is anticipated to be approximately 18,800 USF for all four areas combined. A planning effort will verify the project scope and schedule, which will most likely result in the cost estimate being revised and better defined.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				100,000						100,000
Total				100,000						100,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting				100,000						100,000
Total				100,000						100,000

Project Name: 1005168 ACF Program Services Remodel	Funding Start: 2022
Major Program: Law, Safety and Justice	Funding Completion: 2022
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		100,000						100,000
Administrator Proposed		100,000						100,000
CBTF Recommended		100,000						100,000
Board Approved Final		100,000						100,000

Scheduling Milestones (major phases only):

A scoping study will be conducted in 2022 to verify scope and budget for this project prior to the design phase.

Scoping: 2022
 Design: TBD
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Board Resolutions / Supplemental Information:

This project is located at the Men's Section of the Adult Correctional Facility (ACF) at 1145 Shenandoah Lane in Plymouth, Minnesota. This building was originally built in 1930 with several additions and remodeling projects done over time.

Project's Effect on County Priorities and the Operating Budget:

This project will create more efficient and effective working and programing spaces. The improvements to meet ADA standards for bathroom facility in laundry room improves the working conditions for individuals with mobility disabilities that are assigned to work in the laundry room. The disparity reduction domains of education and health are addressed in the project through the improvements scheduled for the classroom area and the medical unit. The installation of LED light fixtures supports the County's energy consumption reduction goals.

Changes from Prior CIP:

The estimate for this project is a placeholder amount due to the uncertainty of the project's scope in future years due to potential impacts from the COVID-19 pandemic. Once there is more information and clarity surrounding this project, a more detailed estimate will be submitted.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			100,000					100,000
Administrator Proposed			100,000					100,000
CBTF Recommended			100,000					100,000
Board Approved Final			100,000					100,000

Project Name: 1008038 ACF Men's Visitation/Education & Staff Training Remodeling
Major Program: Law, Safety and Justice
Department: Community Corrections & Rehabilitation

Funding Start: 2022
Funding Completion: 2022

Summary:

This project will remodel vacant areas in the Adult Corrections Facility (ACF) Industry Building to provide programming space for Child Visitation Area, Education Center for residents, and an ACF Staff Training Center.

Purpose & Description:

The Adult Corrections Facility's Industry Building, located at 1145 Shenandoah Lane in Plymouth, Minnesota, requires remodeling in order to accommodate specialized programming for staff, residents, and children of residents.

The Children Visitation Area will be a planned safe space for residents who are mothers or fathers to visit with their child face to face in a setting conducive to this activity.

The purpose of this Education Center is to provide that bridge to residents who are seeking new job skills. The Education Center will have a series of classrooms available to residents with training in the industrial trades. Simulation of skills will be provided to residents making it possible for them to earn initial training certificates. These certificates will allow the resident to continue with more hands-on intensive training in that trade. Conference rooms will be designed to facilitate the simulations and the technical overview by the instructor.

The ACF Staff Training Center is a space provided to train staff in situational resident control using simulated environments such as a typical Men's Cell and a typical Women's Cell (often shared with one or more residents). The use of these simulated environments to train staff for possible high risk situations aims to reduce the risk of staff and inmate harm or injuries. Additionally, a new office space for staff will be incorporated.

The overall project size will be approximately 17,600 USF.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				100,000						100,000
Total				100,000						100,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting				100,000						100,000
Total				100,000						100,000

Project Name: 1008038 ACF Men's Visitation/Education & Staff Training Remodeling	Funding Start: 2022
Major Program: Law, Safety and Justice	Funding Completion: 2022
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		100,000						100,000
Administrator Proposed		100,000						100,000
CBTF Recommended		100,000						100,000
Board Approved Final		100,000						100,000

Scheduling Milestones (major phases only):

In March 2020, Facility Services collaborated with DOCCR Institutional Services to provide a Project Scoping Study to develop and initial space programs and concept diagrams reflecting programs focusing on Education for staff and residents, Staff Training and Child Visitation for male and female residents. A Report and Executive Summary was developed to document the results of this study.

Scoping: 2020
 Design: 2022
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Board Resolutions / Supplemental Information:

The vacated Industry Area is located on the south side of the Men's ACF on the first floor. This area has been vacant for several years and underutilized.

DOCCR has recently reviewed the "Model Practices for Parents in Prisons and Jails Reducing Barriers to Family Connections" (2019). This project was completed by the Urban Institute. The report indicates that parental incarceration is often stressful and traumatic for children as it can create or contribute to economic and social disruptions in their lives. Incarceration disrupts familial ties and makes it difficult for incarcerated parents to maintain or mend relationships with their children.

Information from the project emphasizes the need for space at the ACF dedicated to family visitation and it highlights the positive results that can come from visitation spaces and programing.

Project's Effect on County Priorities and the Operating Budget:

The disparity reduction domains of education, employment and income are addressed in the project through the creation of the industrial trades education center. The domain of health is address through the creation of the children visitation area. Studies indicate that both parents and children benefit from increased communication and interaction during periods of a parent's incarceration. Family visitation improves well-being, lowers misconduct and violence in the facility, and lowers recidivism. Creation of the staff training center will result in better safety and security training and skills for the ACF staff. It is anticipated that there will be increased operational costs with these three programs including staffing, contracting, and facility costs (heating, electrical, plumbing, maintenance, janitorial, etc.).

Changes from Prior CIP:

The estimate for this project is a placeholder amount due to the uncertainty of the project's scope in future years due to potential impacts from the COVID-19 pandemic. Once there is more information and clarity surrounding this project, a more detailed estimate will be submitted.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			100,000					100,000
Administrator Proposed			100,000					100,000
CBTF Recommended			100,000					100,000
Board Approved Final			100,000					100,000

Project Name: 0031843 ACF Women's Section Expansion
Major Program: Law, Safety and Justice
Department: Community Corrections & Rehabilitation

Funding Start: 2023
Funding Completion: 2023

Summary:

This project will construct a 48-bed 5,600 SF addition to the existing Adult Correctional Facility (ACF) Women's Section, located at 1145 Shenandoah Lane in Plymouth, Minnesota. The living units will include 23 double-bunk cells (each at 70 SF), one handicap accessible cell, and one additional segregation cell.

Purpose & Description:

The purpose of the project is to prevent overcrowding at the ACF Women's Section. The existing facility has a capacity of 82 residents, housed in 48 single bunk cells, 10 triple bunk cells, and 4 single bunk segregation cells. However, the MN Department of Corrections has established 85% (66 beds) as the operational bed capacity. The average daily population totals for the last nine years are as follows:

2012: 66 2013: 59 2014: 56 2015: 57 2016: 59.5 2017: 68 2018: 71 2019: 70 2020: 23

In 2020, the average daily population fluctuated considerably due to the COVID-19 Pandemic. In 2019, there was a period of 4 months, from February to May, where the actual population exceeded the daily avg shown above. In some instances the population was over 90 women. The Department of Community Corrections & Rehabilitation is prepared to ask District Court to place female offenders on Home Monitoring (EHM) when the population exceeds this figure. As the statistics show, however, the Women's Section routinely operates at 90% capacity or higher.

Minnesota DOC statute no. 2911.0360: "Operational Bed Capacity" requires that all correctional facilities operate at an optimal census level that is less than total capacity. This allows for rotation of inmates as necessary, management of population surges without overextending available staff, and for partial shutdowns as required for scheduled maintenance and cleaning.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax					100,000					100,000
Total					100,000					100,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting					100,000					100,000
Total					100,000					100,000

Project Name: 0031843 ACF Women's Section Expansion	Funding Start: 2023
Major Program: Law, Safety and Justice	Funding Completion: 2023
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		100,000						100,000
Administrator Proposed			100,000					100,000
CBTF Recommended			100,000					100,000
Board Approved Final			100,000					100,000

<p>Scheduling Milestones (major phases only):</p> <p>A scoping study will be conducted in 2023 to verify scope and budget for this project prior to the design phase.</p> <p>Scoping: 2023 Design: TBD Procurement: TBD Construction: TBD Completion: TBD</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>Annual maintenance cost will have to increase because of new systems being installed in the building and the additional square footage. Actual costs will be determined during pre-design.</p> <hr/> <p>Changes from Prior CIP:</p> <p>Due to potential impacts from the COVID-19 pandemic, the 2020 placeholder amount was reduced to funds for a preliminary study. Once there is more information and clarity surrounding this project, a more detailed estimate will be submitted.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The current budget estimate for this project is a placeholder. Costs most likely will be revised upon completion of a more detailed scoping effort. The results of this effort may require this project budget to be adjusted in future capital improvement programs.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			100,000					100,000
Administrator Proposed			100,000					100,000
CBTF Recommended			100,000					100,000
Board Approved Final			100,000					100,000

Project Name: 1007652 North Metro Regional Public Safety Training Facility
Major Program: Law, Safety and Justice
Department: Sheriff

Funding Start: 2021
Funding Completion: 2022

Summary:

In conjunction with the City of Maple Grove, this project will construct an expansion to the Maple Grove North Metro Range (NMR) regional public safety training facility for the Hennepin County Sheriff's Office.

Purpose & Description:

In 1992, the City of Maple Grove constructed the 20,000 square foot North Metro Range (NMR), which became operational in 1993. The facility provided an indoor firing range, training classroom, and a firearms simulator to meet the training needs at the time. Following a fire in 2011, the NMR was upgraded to over 22,000 square feet. Today, the facility now serves nearly 20 customer organizations, which include local, county, state, and federal law enforcement agencies and post-secondary law-enforcement education institutions. The NMR is also available for limited public rental use of the facility to meet statutory requirements. Between the City's needs and those of the current customer organizations, the NMR is near capacity.

The current 27-years old facility serves Maple Grove and 20 surrounding public safety agencies. An expansion of the NMR is needed to increase training capacity as the current level of use causes difficulty for agencies to schedule training time, to increase training time to stay ahead of state mandates or to serve the demand of additional agencies across the region. Additionally, there is a need to modernize the facility's training capabilities to serve new training curricula with relevant, modern technologies. Additional agencies and organizations have expressed interest in utilizing the facility, however, that cannot be accommodated without an increase in its current size.

The new gun range and associated support spaces addition will consist of a 12 lane, 50-yard-long gun range with support spaces including locker room, gun cleaning room, armor storage and a secure loading dock. This space will be shared with the Cities of Maple Grove, Brooklyn Park and Plymouth as enumerated in the joint powers agreement. Total project area of the Hennepin County addition will be approximately 18,000 GSF. Site improvements will include additional on-site parking adjacent to the existing parking. This addition will also provide the Sheriff's Office with dedicated office space for their staff.

Additionally, a training center will be part of this overall expansion and the Sheriff's Office will have access to utilize this space as outlined in the joint powers agreement. The addition of more advanced realistic scenario-based training will allow officers to train more effectively in an authentic, representational environment. Officers will experience problem-solving in a controlled stress setting and develop decision making tactics. Additional classroom space will provide much needed space for modern training classes such as crisis intervention and de-escalation.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax		700,000	(700,000)							
Bonds - GO				7,500,000						7,500,000
Other	700,000		700,000							700,000
Total	700,000	700,000	0	7,500,000						8,200,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting	700,000	700,000								700,000
Contingency				7,500,000						7,500,000
Total	700,000	700,000		7,500,000						8,200,000

Project Name: 1007652 North Metro Regional Public Safety Training Facility	Funding Start: 2021
Major Program: Law, Safety and Justice	Funding Completion: 2022
Department: Sheriff	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	700,000	7,500,000						8,200,000
Administrator Proposed	700,000	7,500,000						8,200,000
CBTF Recommended	700,000	7,500,000						8,200,000
Board Approved Final	700,000	7,500,000						8,200,000

Scheduling Milestones (major phases only):

Design: Q2 2021
 Procurement: Q3 2021
 Construction: Q4 2021
 Occupancy: Q3 2022

Project's Effect on County Priorities and the Operating Budget:

To be determined.

Changes from Prior CIP:

In prior capital improvement programs this project has been included with a placeholder amount of \$100,000. The County Board has now approved a plan to enter into a Joint Powers Agreement with the City of Maple Grove and move forward on this project.

Board Resolutions / Supplemental Information:

This project will consist of three major components:

1. New gun range and associated support spaces addition
2. New addition for entry, building lobby, shared office space and training center
3. NMR Remodeling consisting of classroom spaces and a locker room (existing gun range to remain)

On May 18, 2021, the Hennepin County Board of Commissioners adopted BAR 21-0177, which provided direction to County staff on the North Metro Regional Public Safety Training Facility project and included:

- Increase the 2021 capital budget by \$700,000 for design work and related fees associated with the project
- Directed the County Administrator to include \$7,500,000 in the 2022 Capital Budget for construction and related costs to the project
- Authorized the County Administrator to negotiate any agreements associated with the project to include a lease and joint powers agreement

Joint Powers Agreement:

The City of Maple Grove and Hennepin County would enter into a Joint Powers Agreement for the construction, operation, maintenance, and use of the North Metro Regional Public Safety Training Facility. The City of Maple Grove and Hennepin County will share in revenues received from other entities that use the Facility and will share in the costs to operate. The County will enter into a lease agreement for 20 years, with options for two 10-year extensions. The City of Maple Grove will contribute \$3.5 million of State bond funds, \$5.5 million of its own funds and land valued at \$400,000 towards the expansion. Hennepin County will contribute \$700,000 in 2021 for design work of the expansion, and an additional \$7.5 million capital contribution in 2022 for construction costs of the North Metro Regional Public Safety Training Facility.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			100,000					100,000
Administrator Proposed			100,000					100,000
CBTF Recommended								
Board Approved Final			100,000					100,000

Project Name: 1006425 New Sheriff's Law Enforcement Center
Major Program: Law, Safety and Justice
Department: Sheriff

Funding Start: 2022
Funding Completion: 2023

Summary:

This project will implement the current facility study effort to remodel on site or build a new Sheriff's Law Enforcement Center to satisfy significant existing and projected programmatic needs of the Sheriff's Office.

Purpose & Description:

The Enforcement Services Division Headquarters (ESD HQ) is in use 24 hours a day, seven days a week, and 365 days a year. Additionally, daily activity from the Violent Offender Task Force, Investigations, Crime Lab and the Water Patrol, and other divisions of the Office, increase the use of the facility and grounds.

The ESD HQ is located on a 6.2-acre site at 9401 83rd Ave N, Brooklyn Park, MN 55445. Since taking occupancy in 1994, there have been many changes to the use of the facility and a constant growth in personnel and equipment utilizing the space. The ESD HQ also houses more than 100 emergency response vehicles and trailers ranging from squad cars to large command vehicles, boats, and ATVs. Additionally, seized boats and vehicles secured for evidentiary purposes are required to be stored inside of the facility. All indoor storage and office space have been maximized.

In 2017, a facility conditions study of the ESD HQ was performed. This facility analysis identified a variety of critical program, space, and infrastructure deficiencies of the existing facility. As a result, a detailed needs analysis was conducted to address the deficiencies which has led to a recommendation of the development of a new or remodeled facility built to house both the office and vehicle storage needs.

The new or remodeled facility would be approximately 100,000 SF total and house over 120 vehicles or trailers. A larger site of approximately 8-10 acres is needed for the new/remodeled facility, staff and visitor parking, vehicle access, canine training area and water detention area, if necessary.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				20,000,000	12,000,000					32,000,000
Total				20,000,000	12,000,000					32,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Contingency				20,000,000	12,000,000					32,000,000
Total				20,000,000	12,000,000					32,000,000

Project Name: 1006425 New Sheriff's Law Enforcement Center	Funding Start: 2022
Major Program: Law, Safety and Justice	Funding Completion: 2023
Department: Sheriff	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		25,000,000						25,000,000
Administrator Proposed		20,000,000	12,000,000					32,000,000
CBTF Recommended		20,000,000	12,000,000					32,000,000
Board Approved Final		20,000,000	12,000,000					32,000,000

Scheduling Milestones (major phases only):

Scoping: 2017-2020
 Design: TBD
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Project's Effect on County Priorities and the Operating Budget:

To be determined.

Changes from Prior CIP:

This is an order of magnitude estimate, costs most likely will be revised as this project progresses.

Board Resolutions / Supplemental Information:

The following were previous attempts to receive capital funding for a facility study:

- In December 2008, the capital project titled Sheriff's Patrol Headquarters Facility Study was removed from the 2009-2013 Capital Improvement Plan (CIP) per BAR 08-12-435R1.
- In December 2012, the capital project titled Sheriff's Patrol Headquarters Facility Study was removed from the 2013-2017 CIP per BAR12-0403R1.

The following studies/assessments that affect the ESD HQ have been done in recent years:

- In 2016, an existing conditions analysis of the Sheriff's Enforcement Services Division Headquarters was performed. This analysis identified a variety of program and space deficiencies along with known building and site infrastructure deficiencies.
- In 2017, an initial space programming effort to address operational deficiencies and future needs was conducted along with exploring conceptual options of facility development at the existing site along with other county owned locations. Due to the high cost of new facility development, the project was put on hold until further discussions could be had with County Admin. / County Board.
- In the latter half of 2019, an existing vacant office/warehouse complex located in southeast Maple Grove was reviewed by county staff for potential program fit and renovation / acquisition costs but was not pursued due to fiscal constraints.
- During 2020, Matrix Consulting Group was hired to capture the current and future staffing needs of the HCSO and how that relates to facility needs. The considerations for the facility include public space as well as training, operational, and security needs of HCSO.

The conceptual space program consists of the following elements:

- Office 25,000 SF (currently 19,600 SF)
- Vehicle/Equipment Garage 75,000 SF (currently 43,100 SF)
- **TOTAL 100,000 SF**

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			100,000					100,000
Administrator Proposed			100,000					100,000
CBTF Recommended		200,000						200,000
Board Approved Final			100,000					100,000

Project Name: 1007214 Sheriff's Furniture Upgrades
Major Program: Law, Safety and Justice
Department: Sheriff

Funding Start: 2020
Funding Completion: 2022

Summary:

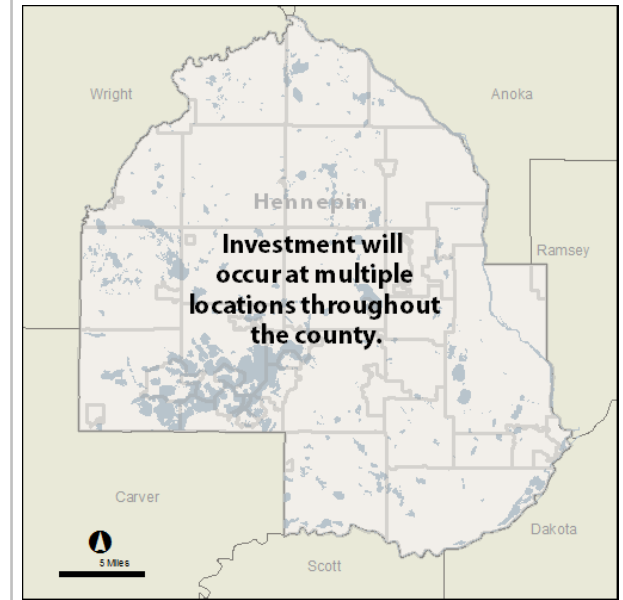
This project will provide new ergonomic furnishings for Sheriff's office staff in county occupied locations that are not already scheduled for a capital project remodel.

Purpose & Description:

Sheriff's offices are located in City Hall, Public Safety Facility, Government Center and the Water Patrol Facility. The majority of the Sheriff's staff have furniture that is more than 15-20 years old and is discontinued and can no longer be repaired or reconfigured. Most of the furnishings were not designed for computer use and lack ergonomic adjustability as well as flexibility. Most of the furniture is heavily worn and damaged.

When new staff are hired, furnishings are gathered from whatever is available at vacant locations and in storage. The Sheriff's office has been using operating funds to redeploy furniture.

Recently, there has been a significant increase in the number of requests made to update workstations to have ergonomic capabilities. Because of this, inventory is being depleted rapidly.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	810,000	204,347	605,653	530,000						1,340,000
Total	810,000	204,347	605,653	530,000						1,340,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	54,000	159,224	(105,224)	45,000						99,000
Furnishings	663,000	382,516	280,484	376,000						1,039,000
Other Costs	12,000	16,834	(4,834)	65,000						77,000
Contingency	81,000		81,000	44,000						125,000
Total	810,000	558,575	251,425	530,000						1,340,000

Project Name: 1007214 Sheriff's Furniture Upgrades	Funding Start: 2020
Major Program: Law, Safety and Justice	Funding Completion: 2022
Department: Sheriff	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	810,000	530,000						1,340,000
Administrator Proposed	810,000	530,000						1,340,000
CBTF Recommended	810,000	530,000						1,340,000
Board Approved Final	810,000	530,000						1,340,000

<p>Scheduling Milestones (major phases only):</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The Workplan for 2021 includes (\$750,000): Public Safety Facility - Basement - Central Records - Jail Public Safety Facility - 1st Floor - Jail Administration Public Safety Facility - 2nd Floor - Employee Development - Jail Command</p> <p>The Workplan for 2022 includes (\$590,000): Water Patrol (\$130,000) Government Center Lower Level (\$145,000) - Court Security City Hall Ground Floor (\$315,000) - Gun Permits - Personnel - Room 6</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>None.</p>	
<p>Changes from Prior CIP:</p> <p>The 2022 estimate has decreased by \$710,000 from the 2021-2025 budget as the scope of work has been reduced considerably allowing the schedule to proceed at a much faster rate.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	810,000		1,010,000	230,000				2,050,000
Administrator Proposed	810,000		1,010,000	230,000				2,050,000
CBTF Recommended	810,000		1,010,000	230,000				2,050,000
Board Approved Final	810,000		1,010,000	230,000				2,050,000

Project Name: 1008699 Sheriff ADC 5th Floor Reprogramming
Major Program: Law, Safety and Justice
Department: Sheriff

Funding Start: 2022
Funding Completion: 2023

Summary:

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, will remodel space on the 5th floor of the Adult Detention Center for two new classrooms for the Sheriff's Office.

Purpose & Description:

This project will create two new classrooms that will create more space for inmate programming in the Adult Detention Center in City Hall, which houses 60% of the inmate population yet has far less programming space than the PSF building. Some of these activities include bible study, Alcoholics Anonymous, parenting, workforce training, interpretive writing and yoga.

Inmates that are housed in City Hall, that want to attend a class that is being taught at the PSF building, must be escorted to and from the class. This requires jail staff to escort the inmate from their housing area within City Hall, through a tunnel that connects City Hall and PSF, and to the classroom in PSF. At the conclusion of the class, jail staff then goes back to the classroom at PSF, escorts the inmate from the classroom, back through the tunnel and returns the inmate to their housing area within City Hall. The additional classroom space within City Hall will allow additional classes to be held at City Hall and will reduce the time jail staff spend escorting inmates to and from classrooms at PSF.

The two new classrooms will be created by remodeling three existing rooms on the west side of City Hall in space which was formally a kitchen space, dishwashing room, and a program space (smaller conference room). The old kitchen space will require kitchen equipment and vent hood demolition as well as removal of utilities that are well outside of the design space within City Hall.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				230,000	670,000					900,000
Total				230,000	670,000					900,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				161,000	373,000					534,000
Consulting				62,000	27,000					89,000
Equipment					148,000					148,000
Furnishings					50,000					50,000
Contingency				7,000	72,000					79,000
Total				230,000	670,000					900,000

Project Name: 1008699 Sheriff ADC 5th Floor Reprogramming	Funding Start: 2022
Major Program: Law, Safety and Justice	Funding Completion: 2023
Department: Sheriff	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		230,000	670,000					900,000
Administrator Proposed		230,000	670,000					900,000
CBTF Recommended		230,000	670,000					900,000
Board Approved Final		230,000	670,000					900,000

Scheduling Milestones (major phases only):
 Scoping: Q2 2020
 Design: Q3 2022
 Procurement: Q4 2022
 Construction: Q1 2023
 Completion: Q2 2023

Project's Effect on County Priorities and the Operating Budget:
 The additional classrooms in City Hall will reduce the time jail staff spend escorting inmates to and from classes at PSF.

Changes from Prior CIP:
 This is a new request. This project will remodel space on the 5th floor of the Adult Detention Center for two new classrooms for the Sheriff's Office.

Board Resolutions / Supplemental Information:
 Hennepin County is the largest county in the State of Minnesota with a population of over 1.26 million citizens. The Hennepin County Sheriff's Office provides a jail at the Public Safety Facility and at the Municipal Building (City Hall / Courthouse) in downtown Minneapolis for pre-judicated in custody residents charged with a crime. At City Hall, the jail functions are located on the Ground Floor, 4th Floor and 5th Floors of the building.

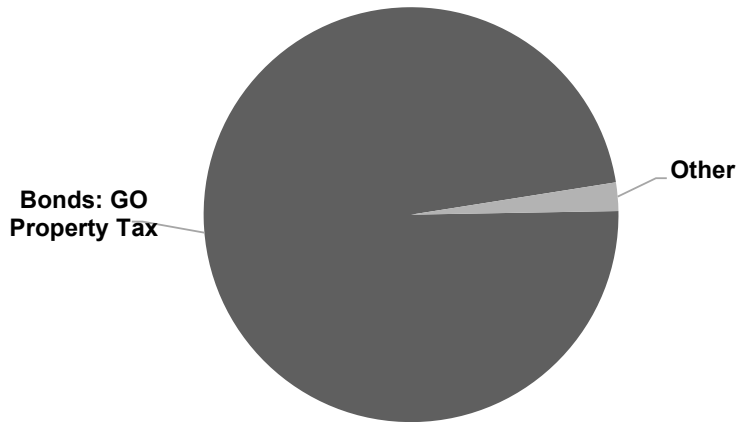
Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Health

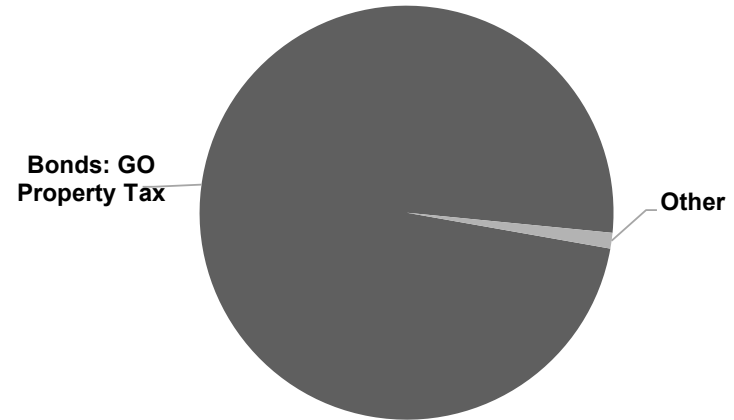
The Health program encompasses the county's health care activities. The county is the principal public agency responsible for providing services to the indigent. This major program consists of the following departments: Health Administration, Hennepin Health, NorthPoint Health & Wellness Center and the Medical Examiner.

In addition to the aforementioned departments, the capital program includes projects related to Hennepin Healthcare System, Inc. (the medical center), as a public subsidiary corporation to manage the medical center. Although Hennepin Healthcare System, Inc., does not appear in the county operating budget, medical center capital projects appear in the capital budget, since the county continues to own the medical center's physical assets and finance certain improvements using county bonds.

2022 Budget



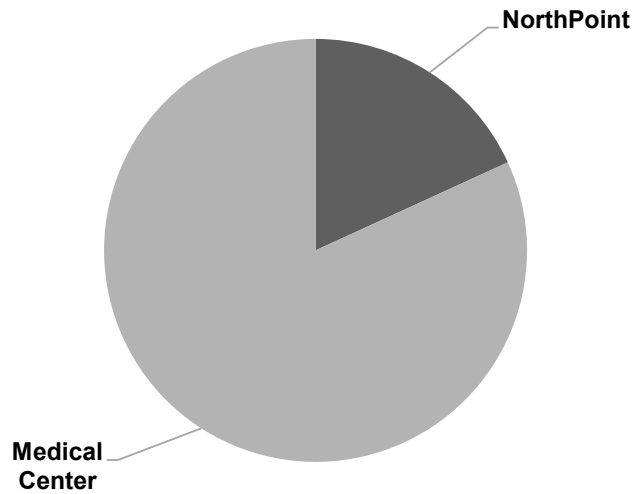
2022 - 2026 CIP



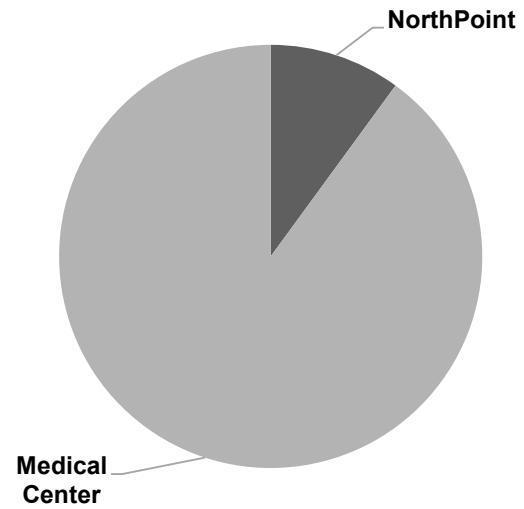
Revenue Category	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Bonds: GO Property Tax	88,305,000	97.8%	46,000,000	16,500,000	10,500,000	0	161,305,000	98.8%
Other	2,000,000	2.2%	0	0	0	0	2,000,000	1.2%
Total	90,305,000	100.0%	46,000,000	16,500,000	10,500,000	0	163,305,000	100.0%

Health Expenditures

2022 Budget



2022 - 2026 CIP



Expenditure Area	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
NorthPoint	16,405,000	18.2%	0	0	0	0	16,405,000	10.0%
Medical Center	73,900,000	81.8%	46,000,000	16,500,000	10,500,000	0	146,900,000	90.0%
Total	90,305,000	100.0%	46,000,000	16,500,000	10,500,000	0	163,305,000	100.0%

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
Grand Total			1,523,500,660	602,968,712	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	77,935,000	3,048,687,160
HEALTH			162,635,000	56,490,440	90,305,000	46,000,000	16,500,000	10,500,000	0	0	325,940,000
North Point Health & Wellness Center			72,745,000	43,657,938	16,405,000	0	0	0	0	0	89,150,000
IV-2	0031735	North Minneapolis Community Wellness Center	72,745,000	43,657,938	16,405,000	0	0	0	0	0	89,150,000
		Property Tax	100,000		0	0	0	0	0	0	100,000
		Bonds - GO	72,295,000		14,405,000	0	0	0	0	0	86,700,000
		Other	350,000		2,000,000	0	0	0	0	0	2,350,000
Medical Examiner			52,840,000	3,247,161	0	0	0	0	0	0	52,840,000
IV-4	1002306	New Regional Medical Examiner's Facility	52,840,000	3,247,161	0	0	0	0	0	0	52,840,000
		Bonds - GO	25,916,120		0	0	0	0	0	0	25,916,120
		State - Other	18,503,000		0	0	0	0	0	0	18,503,000
		Other	8,420,880		0	0	0	0	0	0	8,420,880
Medical Center			37,050,000	9,585,341	73,900,000	46,000,000	16,500,000	10,500,000	0	0	183,950,000
IV-6	1007546	HHS Asset Preservation 2021-2025	10,500,000	4,772,515	12,500,000	10,500,000	10,500,000	10,500,000	0	0	54,500,000
		Bonds - GO	10,500,000		12,500,000	10,500,000	10,500,000	10,500,000	0	0	54,500,000
IV-8	1008705	HHS Purple Parking Ramp Expansion	0	0	60,000,000	10,000,000	0	0	0	0	70,000,000
		Bonds - GO	0		60,000,000	10,000,000	0	0	0	0	70,000,000
IV-10	1008850	HHS Clinic & Specialty Center Access & Infrastructure	0	0	1,400,000	18,300,000	0	0	0	0	19,700,000
		Bonds - GO	0		1,400,000	18,300,000	0	0	0	0	19,700,000
IV-12	1007543	HHS Master Plan Preparatory Phases	25,750,000	4,012,826	0	0	0	0	0	0	25,750,000
		Bonds - GO	25,750,000		0	0	0	0	0	0	25,750,000
IV-14	1007542	HHS 625 Building Office Remodeling	800,000	800,000	0	7,200,000	6,000,000	0	0	0	14,000,000
		Bonds - GO	800,000		0	7,200,000	6,000,000	0	0	0	14,000,000

Project Name: 0031735 North Minneapolis Community Wellness Center
Major Program: Health
Department: North Point Health & Wellness Center

Funding Start: 2006
Funding Completion: 2022

Summary:

This project will expand the existing NorthPoint Health & Wellness Center (NPH&WC) facility from 67,000 SF to approx. 135,000 SF with land acquisition and re-development of the area around the intersection of Penn Ave & Plymouth Avenues, in North Minneapolis.

Purpose & Description:

The 2004 capital budget established a facility site master plan process for the NPH&WC campus. This plan evaluated opportunities for an integrated medical, dental, behavioral health and social services delivery model in North Minneapolis. Since 2004, NorthPoint has developed an Integrated Service model which utilizes client-focused, multi-disciplinary teams to provide integrated services. This model has demonstrated increases in productivity, efficiency, patient satisfaction, improved health outcomes, increased revenues and decreased costs. NPH&WC patient visits have increased over 67% since 2006 and many programs are currently operating at or near capacity. Parking availability was inadequate, and therefore future expansion first required expanded parking options. In order to support the additional staff and client demand, a detailed parking analysis was completed in August of 2014 and showed that 420 parking stalls are required to address NorthPoint's parking demand, as well as the needs generated by the future expansion.

This development project includes deconstruction of the existing NorthPoint Inc. building, expansion of the existing NPH&WC building, relocation of the Estes Funeral Home to the SW quadrant (completed in 2018) and construction of commercial/retail development by a private developer (completed in 2018), combined with a parking structure that includes 420 County-owned parking stalls for NorthPoint on the SE quadrant. This main portion of this project is poised to begin construction in July, 2021. This long-awaited project will break ground in one of the communities most impacted by racial disparities in this country. The data reflects that NorthPoint serves a community that is heavily impacted daily by the racial inequities in Hennepin county; and this project will enable NorthPoint to serve more patients and clients more efficiently and in a more integrated manner for decades to come.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	100,000	100,000								100,000
Bonds - GO	72,295,000	37,916,879	34,378,121	14,405,000						86,700,000
Bonds - GO Library		0	0							
Transfer from other Funds		(19,825,366)	19,825,366							
Other	350,000	381,769	(31,769)	2,000,000						2,350,000
Total	72,745,000	18,573,282	54,171,718	16,405,000						89,150,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land	5,700,000	6,017,905	(317,905)							5,700,000
Construction	49,988,550	13,640,520	36,348,030	11,405,000						61,393,550
Consulting	4,551,450	7,736,873	(3,185,423)	3,000,000						7,551,450
Equipment	1,956,000	132,883	1,823,117	2,000,000						3,956,000
Furnishings	2,827,000	1,111,678	1,715,322							2,827,000
Other Costs	1,407,000	447,204	959,796							1,407,000
Contingency	6,315,000		6,315,000							6,315,000
Total	72,745,000	29,087,062	43,657,938	16,405,000						89,150,000

Project Name: 0031735 North Minneapolis Community Wellness Center	Funding Start: 2006
Major Program: Health	Funding Completion: 2022
Department: North Point Health & Wellness Center	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	72,745,000	14,405,000						87,150,000
Administrator Proposed	72,745,000	14,405,000						87,150,000
CBTF Recommended	72,745,000	14,405,000						87,150,000
Board Approved Final	72,745,000	16,405,000						89,150,000

Scheduling Milestones (major phases only):

Historical Milestones:
2006 - Preliminary Functional Programming;
2007 - Site Master Planning / Project Conceptualization;
2008-09 - Finalized Master Planning;
2009 - Project Placed On-Hold

Scheduling Milestones: (NorthPoint Expansion)
Scoping: 2015
Design: 1st Qtr 2017
Initial Procurement: 1st Qtr 2019 (Failed attempts)
Re-Design: 2nd Qtr 2019 - 4th Qtr 2020
Procurement: 1st Qtr 2021 - 3rd Qtr 2021
Construction: 3rd Qtr 2021 - 4th Qtr 2023
Completion: 1st Qtr 2024

Board Resolutions / Supplemental Information:

- Board briefings on joint planning process/master planning occurred on 10/4/07, 11/9/07 & 6/26/08
- In October, 2008, the University of Minnesota withdrew from the project
- This project is in alignment with the Penn Avenue Community Works Project (Res. 12-0238)

BOARD RESOLUTIONS AFFECTING THIS PROJECT:

- RES NO. 05-430R1 #16: Amend 2006 CIP to include North Mpls Family Center project - \$5m earmark;
- RES NO. 07-648: Approves continuing planning activities;
- RES NO. 08-12-435R1 #10: Reduce 2009 request by \$5m & revise overall project budget to \$50.1m;
- RES NO. 09-0199R1: Amend 2009 budget by deleting \$5m & deferring all future funding;
- RES NO. 11-0404: NPHWC applies for \$5m Affordable Care Act Grant; HC to provide \$6m matching;
- RES NO. 16-HCHRA-0027: Consideration of land exchange agreement w/Estes Funeral Chapel;
- RES NO. 16-0277: Transfers \$18m to HCHRA for property acquisition, env. cleanup of property, development & construction of the project; approves agreement with CDG for pre-design services;
- RES NO. 16-HCHRA-0028: Accepts \$18m fund transfer; approves SD for Estes Funeral Chapel;
- RES NO. 18-0033: Approval of SD for Main Campus Dev., \$1,025,000 to the HCHRA for increased costs related to env. clean-up and construction cost on the Estes Funeral Chapel Relocation;
- RES NO. 19-0126: Mississippi Watershed Mgmt. Org. grant of \$350,000.

Project's Effect on County Priorities and the Operating Budget:

Personnel costs are expected to increase by \$6,055,970 or 19.6% and revenue increase by \$9,617,403 or 39.8% between 2019 and 2024.

Facilities Management expects an increase of approx. \$550,000 for annual maintenance cost, plus the hiring of a new full-time staff position.

The design of the Northpoint Campus will be a model of environmental sustainability, reducing its impact on the environment and saving energy costs. Elements includes: underground storage tanks for the capture and storage of stormwater; salvage and re-use of existing bricks; extensive re-use of existing furniture and recycled acoustical ceiling tile; and electrical infrastructure to make the building solar array-ready.

Project Breakdown by subprojects:

Early planning efforts	\$ 1,300,000
NorthPoint Main Campus Development	\$60,375,000
1256 Bldg 5th Floor Acquisition	\$ 5,700,000
1256 Bldg Development	\$14,950,000 (HRA)
1256 Bldg 5th Floor Buildout	\$ 1,750,000
MWMO Grant	\$ 350,000
Estes Funeral Chapel	\$3,925,000 (HRA)
Environmental Clean-up	\$ 800,000 (HRA)
TOTAL	\$89,150,000

Changes from Prior CIP:

The 2022 estimate has increased by \$8,000,000 over the 2021-2025 budget as extended procurement times, construction costs (steel) and labor costs have increased since the pandemic.

NOTE: This project's construction will be delivered by two general contractors, one minority-owned general contractor and a large general contractor with significant medical construction experience. The general contractors were chosen through a Best Value procurement.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	61,950,000	10,795,000	8,405,000					81,150,000
Administrator Proposed	61,950,000	10,795,000	8,405,000					81,150,000
CBTF Recommended	61,950,000	10,795,000	8,405,000					81,150,000
Board Approved Final	61,950,000	10,795,000	8,405,000					81,150,000

Project Name: 1002306 New Regional Medical Examiner's Facility
Major Program: Health
Department: Medical Examiner

Funding Start: 2016
Funding Completion: 2021

Summary:

This project will construct a new medical examiner facility to support the population growth for Hennepin, Dakota, and Scott Counties, in addition to having capacity for a core regional service model which would include future additional counties.

Purpose & Description:

The Hennepin County Medical Examiner's Office (HCME) currently occupies 29,500 USF on two floors (approximately 40,000 GSF) of the 62,000 GSF Forensic Sciences Building at 530 Chicago Avenue. HCME has occupied this portion of the building since 1999 when renovation converted it from the Hennepin County Medical Center's food service facility. The existing facility is well-maintained, however, the facility and site do not provide sufficient space for the current & long-term projected needs of the service areas and the mission critical function of medical examiner services. Population growth estimates currently exceeds the facility's capacity, according to National Association of Medical Examiner (NAME) industry guidelines for facilities. A facility that meets industry standards is essential for ongoing accreditation and recruitment and retention of qualified staff to provide for the needs of the communities we serve.

This project proposes a 64,000 gross square foot (GSF) facility based on population growth projections for Hennepin, Dakota, and Scott Counties through 2047. The new facility has been planned for future expansion capability and will support access needs for partnering counties and reasonable scene response times for a growing geographic service area. The facility will also be built to enhance the formal teaching mission that includes medical students, pathology residents, and a forensic fellowship program to train future medical examiners, in addition to meet the needs of referral counties seeking autopsy services as needed. The location of the new medical examiner facility will be on a 6+ acre portion of the site on Hennepin County property in Minnetonka that includes the current location of the Hennepin County Home School.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	25,916,120	25,972,815	(56,695)							25,916,120
State - Other	18,503,000	3,430,000	15,073,000							18,503,000
Other	8,420,880	1,754,350	6,666,530							8,420,880
Total	52,840,000	31,157,165	21,682,835							52,840,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	38,686,000	41,013,652	(2,327,652)							38,686,000
Consulting	5,986,000	6,137,098	(151,098)							5,986,000
Equipment	2,877,000	648,856	2,228,144							2,877,000
Furnishings	1,371,000	958,838	412,162							1,371,000
Other Costs	177,000	834,396	(657,396)							177,000
Contingency	3,743,000		3,743,000							3,743,000
Total	52,840,000	49,592,839	3,247,161							52,840,000

Project Name: 1002306 New Regional Medical Examiner's Facility	Funding Start: 2016
Major Program: Health	Funding Completion: 2021
Department: Medical Examiner	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	52,840,000							52,840,000
Administrator Proposed	52,840,000							52,840,000
CBTF Recommended	52,840,000							52,840,000
Board Approved Final	52,840,000							52,840,000

Scheduling Milestones (major phases only):

In 2019, the location of the project changed to the southwest corner of the CHS site, thus requiring demolition of four existing cottages. The work to abate the cottages and to cut/cap existing utilities was completed in December 2019, in preparation for further demolition.

On Jan 21, 2020, Knutson Construction was issued a Notice to Proceed (\$36.9m) for the final demolition and the new construction of the facility.

Scheduling Milestones (major phases only):
 Scoping: 2016
 Design: 2018 - 2019
 Procurement: 4th Qtr 2019
 Site Prep: 4th Qtr 2019
 Demolition: 1st Qtr 2020 (4 Cottages)
 Construction: 2nd Qtr 2020
 Completion: 4th Qtr 2021

Project's Effect on County Priorities and the Operating Budget:

ME staffing compliment of 35 FTE in 2016 is projected to grow by roughly 2 FTE per year to meet service demand with net growth of 10 FTE when the new facility is occupied; resulting in approximately \$1,000,000+ in additional staff costs by 2020 over 2016 costs, when project planning began. Facility operations and maintenance costs are estimated to increase by \$250,000, only a 30% increase over current cost for a 70% larger facility due to significant improvements in energy efficiency.

Changes from Prior CIP:

No change.

Board Resolutions / Supplemental Information:

In April of 2014, the Medical Examiner Regional Office Study (#1000977), approved by RESOLUTION NO. 12-0403R1, identified the new facility needs for the Medical Examiner. Projected SF requirements are based on industry guidelines for facilities and services developed by the Scientific Working Group for Medicolegal Death Investigation (SWGMDI) and were used to guide the recommendations for facility size, scope, and concepts for predesign of the facility.

On January 1, 2017, Hennepin, Dakota, and Scott Counties enacted a 30 year Cooperative Services Agreement for medical examiner services (RESOLUTION NO. 16-0504) which includes capital budget provisions and taxpayer support toward the new facility. Taxpayer contribution for Dakota and Scott counties is through a joint powers agreement and includes a financial formula utilizing case and autopsy volumes that determine the amount of taxpayer contribution. The agreement is written so additional counties can easily be integrated and the financial formula recalculated to reflect the % of volume performed. Therefore, additional cooperative counties will promote efficient and cost-effective operations through equitable distribution of expense across the service area, while allowing the cooperative to maintain accreditation and quality standards for service that our residents expect and deserve. Per the joint powers agreement financial formula, the respective capital contributions for this project, after accounting for state support of \$17,753,000, will be Hennepin: 76.0% (\$26,666,120), Dakota 19.0% (\$6,666,530), and Scott 5.0% (\$1,754,350). Dakota and Scott contributions labeled as Other revenues.

State Revenues detail: \$750,000 of Hennepin's County Program Aid was budgeted in 2015, in lieu of property taxes for preliminary planning work; Hennepin County, with the support of Dakota and Scott Counties, received \$2,680,000 in state bonding dollars through the 2017 Capital Improvement Appropriations bill (HF 892) and an additional \$15,073,000 via the 2018 Capital Improvement Appropriations bill (HF4425) for total state capital improvement appropriations support of \$17,753,000. A State funding predesign document was completed by Smith Group JJR and RSP architects on August 8, 2016 (SGJJR Project 20471.001) in preparation of receiving state bonding dollars.

07/24/18 Resolution 18-0264R1: Approved the full design and construction for the project including reducing the project budget by \$5,000,000 (to \$52,840,000) as indicated.

01/21/20 Resolution 20-0038: Awarded contract to Knutson Construction for the Regional Medical Examiner's Facility (CP 1002306) in the amount of \$36,889,161;

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	30,985,000	21,855,000						52,840,000
Administrator Proposed	30,985,000	21,855,000						52,840,000
CBTF Recommended	30,985,000	21,855,000						52,840,000
Board Approved Final	30,985,000	21,855,000						52,840,000

Project Name: 1007546 HHS Asset Preservation 2021-2025
Major Program: Health
Department: Medical Center

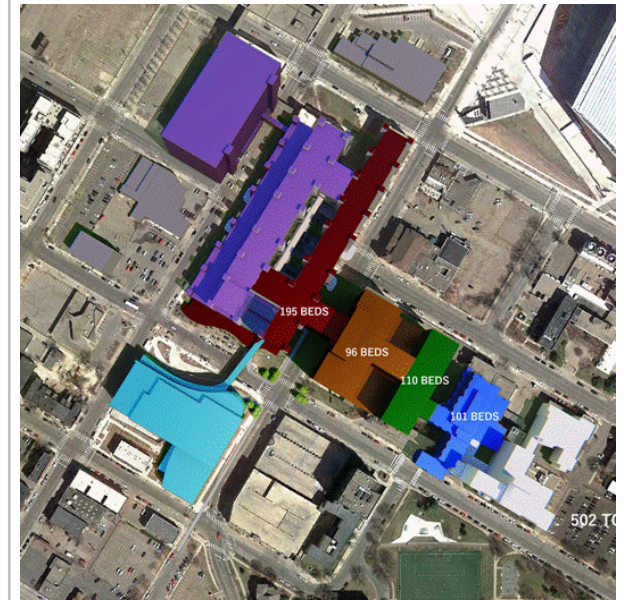
Funding Start: 2021
Funding Completion: 2025

Summary:

The Hennepin County Medical Center (HCMC) is located at 701 Park Avenue, in Minneapolis, Minnesota and occupies over 3.34 million square feet within six city blocks. The majority of asset preservation projects fall under the category of mechanical and electrical upgrade and/or replacement of basic systems. The project also includes repairs related to the building envelope, elevator modernization, ramp repairs and other preservation deficiencies. Examples of infrastructure items are: exterior walls (tuck pointing, joint sealant, etc.), entrance doors, windows, roofs, HVAC, plumbing, power distribution, elevators, air handling units, medical gas systems repair, boiler upgrades, fire alarm system, energy management system, mechanical and electrical preservation, and other items that serve to preserve building integrity and maintain long-term value of real estate assets. Since the development of the HCMC Asset Preservation Program, the hospital has developed a ten year plan which shows completed and pending projects under this request.

Purpose & Description:

To operate and maintain the Hennepin County Medical Center in order to support services, the various building components, infrastructure, and systems must be continually inspected, repaired, renewed, and upgraded to prolong their life and to maintain the long-term value of the County's valuable assets. This responsibility requires a continuous and dedicated stream of funding and cannot be expected to compete with the funding of program-specific capital needs. The regular appropriation of funding through this project will permit comprehensive building condition surveys and audits in order to identify and prioritize necessary repair, rehabilitation, replacement, and upgrade work and then follow through by implementing the work in a planned and cost-effective manner. This will ensure maintenance of buildings in an optimal condition thereby prolonging their useful life as well as making available appropriate quality space for programs that fulfill the County's mission. This project will reduce the need for expenditures of unplanned or emergency repairs that can lead to deterioration of real estate assets and will also reduce dependence on operating funds for major repairs and renovation work.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	10,500,000	4,198,150	6,301,850	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000
Total	10,500,000	4,198,150	6,301,850	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Other Costs	10,500,000	5,727,485	4,772,515	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000
Total	10,500,000	5,727,485	4,772,515	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000

Project Name: 1007546 HHS Asset Preservation 2021-2025	Funding Start: 2021
Major Program: Health	Funding Completion: 2025
Department: Medical Center	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	10,500,000	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000
Administrator Proposed	10,500,000	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000
CBTF Recommended	10,500,000	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000
Board Approved Final	10,500,000	12,500,000	10,500,000	10,500,000	10,500,000			54,500,000

<p>Scheduling Milestones (major phases only):</p> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>None. However, adequately investing in asset preservation reduces the risk of systems failure and decreases maintenance costs.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Planned expenditures are addressing 'zero life' and '1 to 10 year life' items as called out in a facility audit, which is continually updated. The budget requests are placeholders, as items will be added to the project request in future years. This project request also includes some repairs not included in the audit such as curtain wall repairs, replacement of entry door systems, tuck pointing, structural wall repairs, and upgrades of plumbing, hydronic, fire protection and zone controls.</p>
<p>Changes from Prior CIP:</p> <p>The 2022 request has increased \$2,000,000 over last year's request due to increased need driven by aging infrastructure.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000
Administrator Proposed		10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000
CBTF Recommended		10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000
Board Approved Final		10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000

Project Name: 1008705 HHS Purple Parking Ramp Expansion
Major Program: Health
Department: Medical Center

Funding Start: 2022
Funding Completion: 2023

Summary:

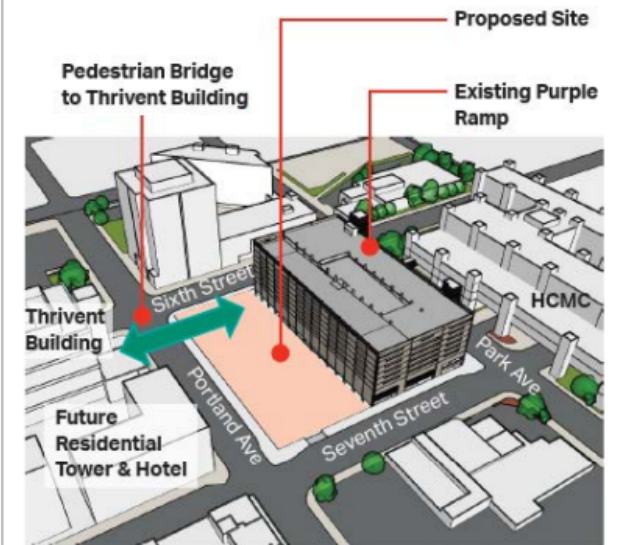
The Hennepin County Medical Center (HCMC) is located at 701 Park Avenue, in Minneapolis, Minnesota and occupies over 3.34 million square feet within six city blocks. This project sets the stage for the implementation of a larger master plan effort. The Purple Ramp Expansion is necessary to offset the reduction in parking spaces across campus due to reshuffling the buildings in subsequent projects associated with the Master Campus Plan (MCP) initiative. The ramp expansion includes spaces for approximately 1000 vehicles to help offset approximately 1400 lost spaces due to future activities.

Purpose & Description:

Relocation of Oxygen Tanks: The oxygen storage tanks servicing the campus will need to be relocated as they are currently occupying space that will be used for the expansion of the purple ramp westward. The site of the relocation is being determined at present and will be in alignment with the overall strategy of the MCP.

Expansion of the Ramp: Due to subsequent projects as part of the MCP, there is an expected deficit of approximately 1400 parking spaces resulting from building reshuffling. The Purple Ramp Expansion is a solution that will account for absorbing the impact of the loss of these spaces during the subsequent projects. The ramp spaces will be a permanent solution to this issue and is also part of the long-term strategy for parking under the MCP.

Purple Ramp Skyway: As part of the initiative to connect the campus to downtown, this skyway makes this connection in a physical and literal sense. The skyway is proposed to connect with the existing connection between the purple ramp and the Juvenile Center and the new Thrivent building (which is already physically connected to the downtown skyway system). It is part of the strategy to make physical motion easier to and from campus, open opportunities for new business by serving as a physical connection, and improve the patient, visitor, and staff experience by providing a convenient connection to downtown. It will also allow for an in-door walkway for the staff being relocated to the former Thrivent building (to begin this year 2020).



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				60,000,000	10,000,000					70,000,000
Total				60,000,000	10,000,000					70,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				54,000,000	10,000,000					64,000,000
Consulting				6,000,000						6,000,000
Total				60,000,000	10,000,000					70,000,000

Project Name: 1008705 HHS Purple Parking Ramp Expansion	Funding Start: 2022
Major Program: Health	Funding Completion: 2023
Department: Medical Center	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		60,000,000	10,000,000					70,000,000
Administrator Proposed		60,000,000	10,000,000					70,000,000
CBTF Recommended		46,000,000	24,000,000					70,000,000
Board Approved Final		60,000,000	10,000,000					70,000,000

Scheduling Milestones (major phases only):

Major components:

1. Relocate Oxygen Storage Tanks to an alternative site
2. Build out the Purple Ramp to offset parking deficit by subsequent projects
3. Connect Ramp Skyway to Thrivent Building
4. Façade update for existing Purple Ramp to match new construction

Estimated Schedule:

Design 2021
 Construction 2022-2023
 Completion Fall 2023

Board Resolutions / Supplemental Information:

All costs are preliminary and subject to change. More detailed estimates will be known during the design phase.

Preliminary cost estimates include:

- \$ 50,000,000 Parking ramp (costs will change based on ideal ramp size and layout)
- 4,000,000 Skyway to Thrivent headquarters
- 13,500,000 Existing ramp modifications, and tunnel extension to new ramp
- 2,500,000 Relocation of oxygen tanks

\$70,000,000

NOTE: estimated project costs do not include a potential office or residential liner building development. The costs for the construction of commercial property to "line" the outside of the parking ramp addition are excluded from the budget. It remains to be determined through coordination with the Elliot Park neighborhood and the City of Minneapolis as far as what may be desired or feasible in terms of the extent of a "liner building" or related development. In addition, alternate funding mechanisms such as taxable bonds may be utilized if a private party (residential or non-county/HCMC office space) is part of the project.

Project's Effect on County Priorities and the Operating Budget:

Changes from Prior CIP:

This is a new project. The scope was included in the "1007543 HHS Master Plan Preparatory Phases" project last year with a placeholder budget of \$47 million; however it has been requested as a stand alone project for the 2022-2026 CIP. The project is an expansion of the existing Purple Parking Ramp with up to 1,000 new spaces. Costs have also been updated to reflect additional components as well as construction market conditions.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008850 HHS Clinic & Specialty Center Access & Infrastructure
Major Program: Health
Department: Medical Center

Funding Start: 2022
Funding Completion: 2023

Summary:

Since the opening of the Clinic and Specialty Center in the spring of 2017, it has been obvious to staff, patients, and visitors who utilize the building that wayfinding and circulation have been difficulties associated with navigating the facility. The lack of public access to stairwells (initially and intentionally designed for security reasons) has left the building with little option for mitigating the issue.

Purpose & Description:

The addition to the front of the building is intended to decompress the single area of public navigation for vertical movement the 4-bank of elevators located near to the main doors. An addition involving the ability to move vertically to every above-ground floor is included in the project proposal. In addition, a consultant will be engaged to assess the problem and offer solutions to meet the demands of circulation for the building. Ideas in consideration currently include any combination of additional elevators, a staircase, and an escalator.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				1,400,000	18,300,000					19,700,000
Total				1,400,000	18,300,000					19,700,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction					18,300,000					18,300,000
Consulting				1,400,000						1,400,000
Total				1,400,000	18,300,000					19,700,000

Project Name: 1008850 HHS Clinic & Specialty Center Access & Infrastructure	Funding Start: 2022
Major Program: Health	Funding Completion: 2023
Department: Medical Center	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		1,400,000	22,000,000					23,400,000
Administrator Proposed		1,400,000	18,300,000					19,700,000
CBTF Recommended		500,000	900,000	18,300,000				19,700,000
Board Approved Final		1,400,000	18,300,000					19,700,000

<p>Scheduling Milestones (major phases only):</p> <p>A utilization study was funded through the "1007543 HHS Master Plan Preparatory Phases" project will be complete in summer 2021.</p> <p>CSC/Ambulatory Utilization Study Currently in progress and 2022 Design for addition January 2022 Construction of addition 2023 and 2024</p> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>No operating budget impact.</p> <p>Changes from Prior CIP:</p> <p>This is a new project request. The project will improve wayfinding and circulation in the Clinic and Specialty Center.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>A volume and usage study funded through the "HHS Master Plan Preparatory Phases" project will be complete in summer 2021. The results of this study will inform the scope of this project. There will likely be two components to the project an elevator component for the decompression of vertical movement between the clinic floors, and a receiving area on each floor to facilitate movement and include better circulation and access to the floors.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1007543 HHS Master Plan Preparatory Phases
Major Program: Health
Department: Medical Center

Funding Start: 2020
Funding Completion: 2021

Summary:

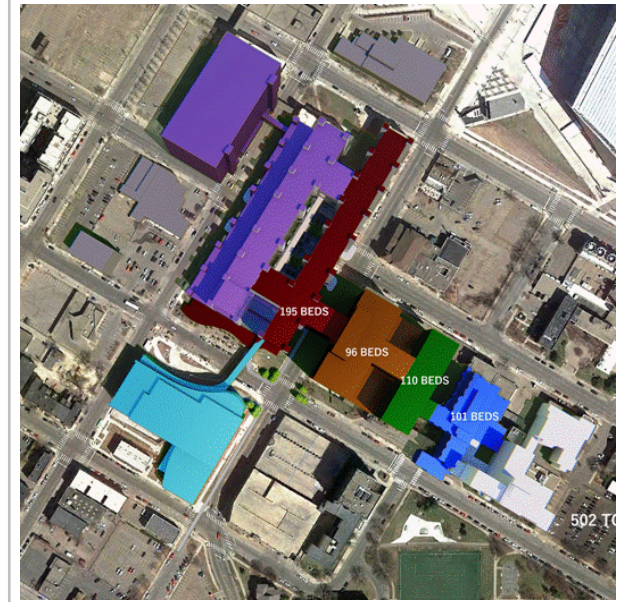
The Hennepin County Medical Center (HCMC) is located at 701 Park Avenue, in Minneapolis, Minnesota and occupies over 3.34 million square feet within six city blocks. This project sets the stage for the implementation of a larger master plan effort.

Purpose & Description:

The master campus plan, under development, outlines a strategic implementation of a hospital transformation effort that supports the overall business strategies of Hennepin County and Hennepin Healthcare Systems including the demolishing of (4) beyond life buildings.

Taking a holistic approach, this plan will be scalable based on the need of the community and our patients. This effort will be phased to allow for the continuous access and availability needs of patient care spaces including (502) existing inpatient rooms, ancillary departments, clinics and surgery suites during the transformation work. The end results and goals would allow HCMC to vacate land owned by Hennepin County. This will be accomplished by developing a more right-sized and consolidated hospital based on programming goals to improve interdepartmental adjacencies to support patient privacy, experience, quality, and dignity while meeting the originations goals to support operations, performance, and wayfinding, etc.

Initial phases are to include, but not limited to; the strategic acquisition of land, parking ramp/skyway expansion, relocation oxygen tanks, demolition of existing building components, hospital enabling projects, planning for reliable public utilities, and the pre-design and concept designs for new building(s).



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	25,750,000	21,733,585	4,016,415							25,750,000
Total	25,750,000	21,733,585	4,016,415							25,750,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land	8,500,000	18,771,086	(10,271,086)							8,500,000
Other Costs		2,966,088	(2,966,088)							
Contingency	17,250,000		17,250,000							17,250,000
Total	25,750,000	21,737,174	4,012,826							25,750,000

Project Name: 1007543 HHS Master Plan Preparatory Phases	Funding Start: 2020
Major Program: Health	Funding Completion: 2021
Department: Medical Center	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	25,750,000							25,750,000
Administrator Proposed	25,750,000							25,750,000
CBTF Recommended	25,750,000							25,750,000
Board Approved Final	25,750,000							25,750,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2020 Design: 2020 Procurement: 2021 Construction: 2021 Completion: 2023</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The main components of this project and approximate costs are:</p> <p>\$8,300,000 Parkside office building purchase 10,450,000 Parkside parking ramp purchase 7,000,000 Master Planning which may include preliminary design \$25,750,000 Total</p> <p>Note: the Purple Parking Ramp Expansion is now requested as a separate project.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p>	
<p>Changes from Prior CIP:</p> <p>Additional funding of \$38.2 million previously programmed for years 2022 and 2023 has been removed. This funding was programmed for the Purple Parking Ramp Expansion scope which is now requested as a separate project for the 2022-2026 CIP.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	25,750,000	25,700,000	12,500,000					63,950,000
Administrator Proposed	25,750,000		12,500,000	25,700,000				63,950,000
CBTF Recommended	25,750,000	25,700,000	12,500,000					63,950,000
Board Approved Final	25,750,000		12,500,000	25,700,000				63,950,000

Project Name: 1007542 HHS 625 Building Office Remodeling
Major Program: Health
Department: Medical Center

Funding Start: 2020
Funding Completion: 2024

Summary:

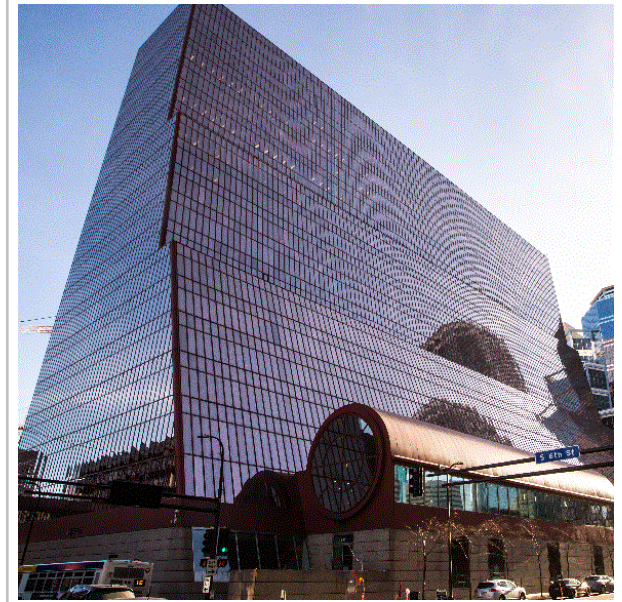
This project will remodel approximately 82,000 square feet of office space on 4 floors of the county owned 625 Building (formerly the Thrivent Financial Services Headquarters), located at 625 4th Ave. S., in downtown Minneapolis.

Purpose & Description:

Built in 1982, the Thrivent Building is a 539,000 gross square foot (372,000 usable square foot), 17-story office building with a basement level which was acquired by the county in 2018. The building is being leased by Thrivent as they construct their new headquarters one block to the east. Their new facility is expected to be complete in mid-2020 at which time the county will begin the process of preparing the 625 Building for occupancy.

The acquisition of the Thrivent Building allows for HHS to relocate a number of back office support functions out of the main medical campus, but still remain within close proximity, including the potential of a future skyway connection. This relocation of support functions will allow for HHS to proceed with efficiently reorganizing internal functions with the long term goal of proceeding with a facility master plan to increase service efficiency across all medical units.

The project costs are an order of magnitude estimate based on remodeling approximately 82,000 square feet at \$170/SF.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	800,000		800,000		7,200,000	6,000,000				14,000,000
Total	800,000		800,000		7,200,000	6,000,000				14,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Contingency	800,000		800,000		7,200,000	6,000,000				14,000,000
Total	800,000		800,000		7,200,000	6,000,000				14,000,000

Project Name: 1007542 HHS 625 Building Office Remodeling	Funding Start: 2020
Major Program: Health	Funding Completion: 2024
Department: Medical Center	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	800,000	1,200,000	6,000,000	6,000,000				14,000,000
Administrator Proposed	800,000		7,200,000	6,000,000				14,000,000
CBTF Recommended	800,000		7,200,000	6,000,000				14,000,000
Board Approved Final	800,000		7,200,000	6,000,000				14,000,000

Scheduling Milestones (major phases only):
To be determind.

Project's Effect on County Priorities and the Operating Budget:
To be determind.

Changes from Prior CIP:
The 2022 estimate has increased by \$2,000,000 over the 2021-2025 budget as the cost factors used to create this order of magnitude estimate have been increased due to increase in construction and labor costs. This is an order of magnitude estimate, costs most likely will be revised as this project progresses.

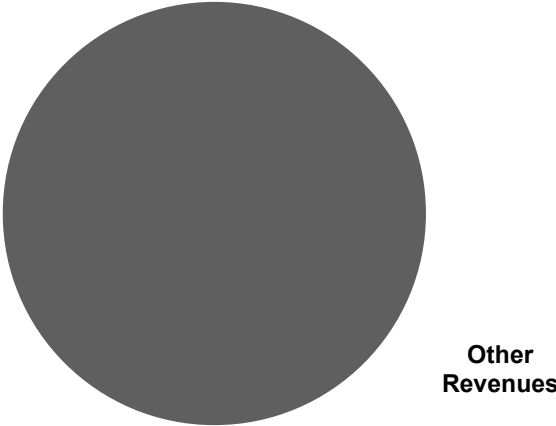
Board Resolutions / Supplemental Information:
This is an order of magnitude estimate; costs most likely will be revised as this project progresses.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	800,000		5,200,000	6,000,000				12,000,000
Administrator Proposed	800,000		5,200,000	6,000,000				12,000,000
CBTF Recommended	800,000		5,200,000	6,000,000				12,000,000
Board Approved Final	800,000		5,200,000	6,000,000				12,000,000

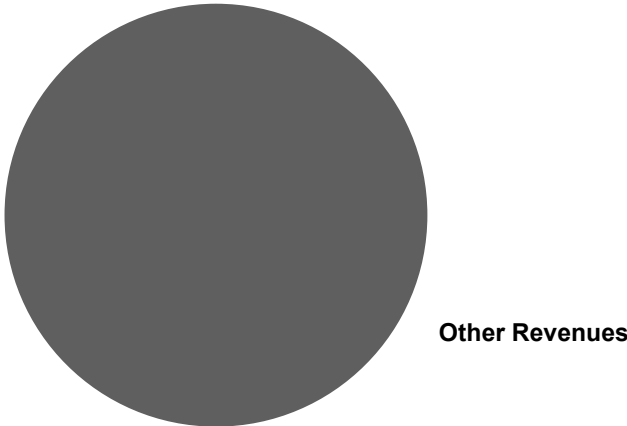
Human Services and Public Health

The Human Services line of business encompasses the administration of categorical assistance programs to eligible, needy individuals and families. The program also includes statutory and discretionary health and social services; assistance to eligible individuals and families; federal and state employment training programs and services; and services to eligible veterans.

2022 Budget



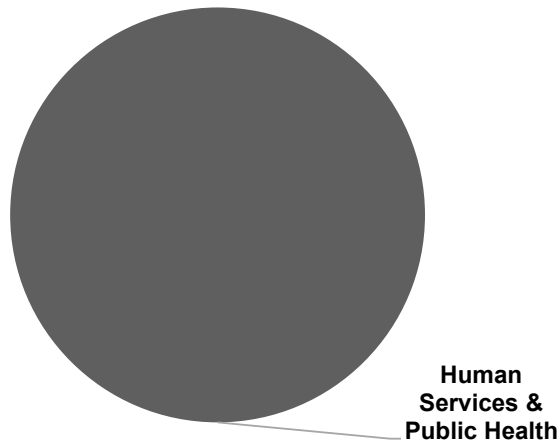
2022 - 2026 CIP



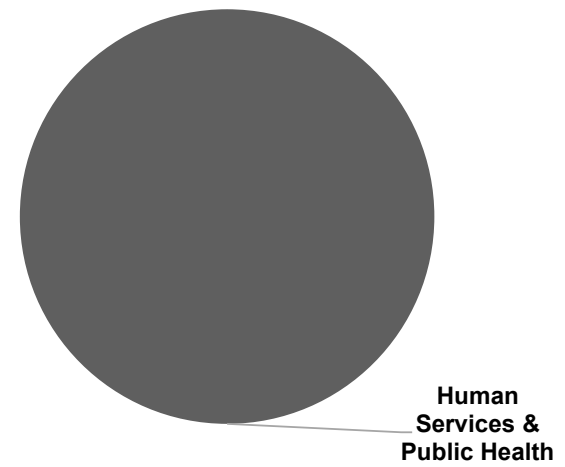
Revenue Category	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Other Revenues	7,000,000	100.0%	0	0	0	0	7,000,000	100.0%
Total	7,000,000	100.0%	0	0	0	0	7,000,000	100.0%

Human Services and Public Health Expenditures

2022 Budget



2022 - 2026 CIP



Expenditure Area	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Human Services & Public Health	7,000,000	100.0%	0	0	0	0	7,000,000	100.0%
Total	7,000,000	100.0%	0	0	0	0	7,000,000	100.0%

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
Grand Total			1,523,500,660	602,968,712	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	77,935,000	3,048,687,160
HUMAN SERVICES & PUBLIC HEALTH			0	0	7,000,000	0	0	0	0	0	7,000,000
v-2	1008793	New Women's Emergency Shelter - Minneapolis	0	0	7,000,000	0	0	0	0	0	7,000,000
		Other	0		7,000,000	0	0	0	0	0	7,000,000

Project Name: 1008793 New Women's Emergency Shelter - Minneapolis
Major Program: Human Services
Department: Human Services & Public Health

Funding Start: 2022
Funding Completion: 2022

Summary:

This project will create an emergency shelter for women and children at a location to be determined in Minneapolis.

Purpose & Description:

Hennepin County is looking to create an emergency shelter in Minneapolis for up to 50 shelter guests who identify as women. Funding may include Federally funded CARES dollars from the City of Minneapolis.

The Salvation Army will be the service provider for this emergency shelter. Guests will be provided with a clean and safe shelter facility, have access to a bed, clean linens and case management and potentially on-site storage. There will be laundry, bathroom, and shower facilities on site. The intention is for the shelter to be open for a minimum of 16 hours each day with meals provided on-site.

Construction work may include adding showers, updating finishes, updating IT and security, addressing any egress or fire suppression issues. Any future work required will follow the local zoning code, building code, and health code.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Other		325,000	(325,000)	7,000,000						7,000,000
Total		325,000	(325,000)	7,000,000						7,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Contingency				7,000,000						7,000,000
Total				7,000,000						7,000,000

Project Name: 1008793 New Women's Emergency Shelter - Minneapolis	Funding Start: 2022
Major Program: Human Services	Funding Completion: 2022
Department: Human Services & Public Health	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		7,000,000						7,000,000
Administrator Proposed		7,000,000						7,000,000
CBTF Recommended		7,000,000						7,000,000
Board Approved Final		7,000,000						7,000,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2021 Design: 2021 Procurement: 2022 Construction: 2022 Completion: 2022</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>None.</p> <hr/> <p>Changes from Prior CIP:</p> <p>This is a new request. This project will create an emergency shelter for women and children at a location to be determined in Minneapolis.</p>	<p>Board Resolutions / Supplemental Information:</p>
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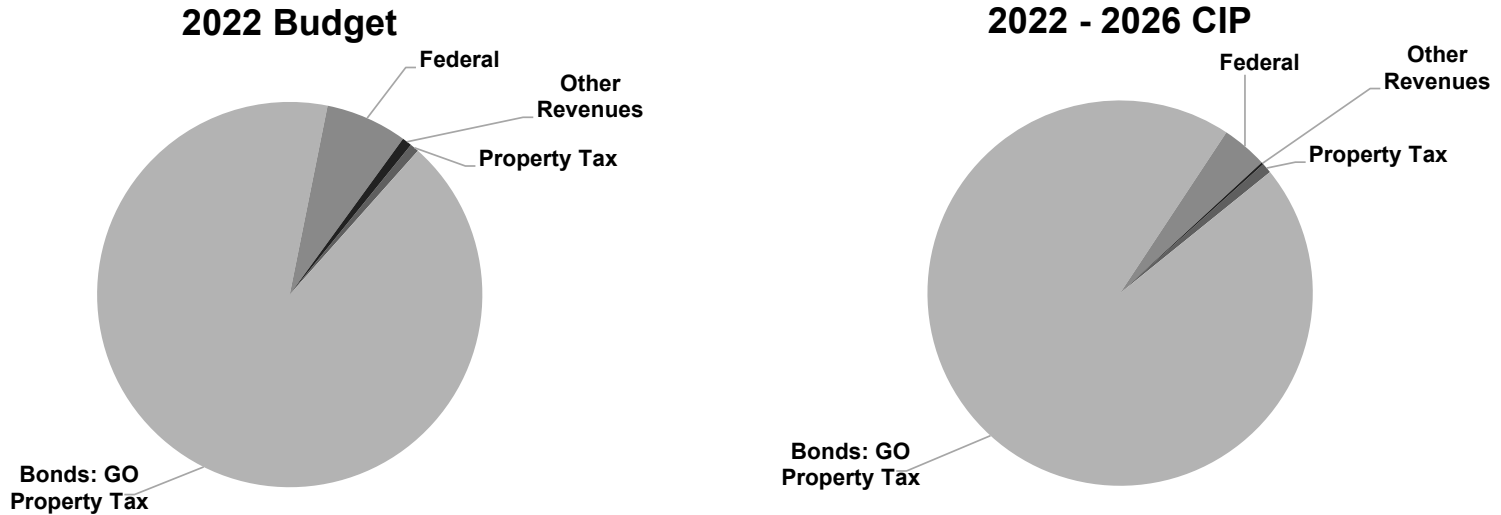
Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Operations

Operations encompasses the policy making, administrative support and staff services necessary for the efficient and effective management of county programs. The Hennepin County Board of Commissioners, as the elected governing body of the county, establishes policies and programs, approves the annual budget, and appoints key officials. The County Administrator is responsible for advising the county board and implementing approved policies and programs. The Operations departments include: Commissioners and Administration, Budget & Finance, Emergency Management, Information Technology, Housing & Economic Development, Real Property Group, Libraries, Human Resources, Audit Compliance & Investigative Services, General County Purposes, Facility Services, Municipal Building Commission, Debt Retirement and Ballpark Sales Tax Revenue Programs.

Disparity Reduction

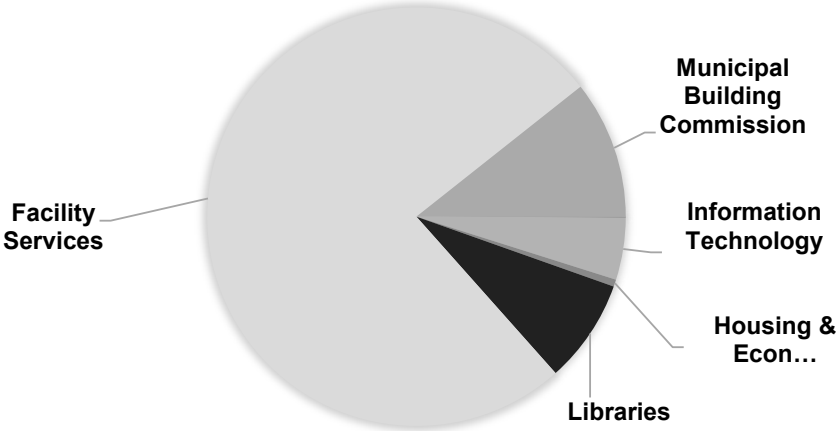
The Disparity Reduction line of business provides strategic direction, coordination and support for the county's efforts to reduce disparities and advance equity. Staff co-create equitable and innovative solutions through community and workplace partnerships, track measurable data, lead training efforts, provide educational support and tutoring to county-connected youth, align county contract spending and guide efforts to increase digital equity. For 2022-2026, there are no capital projects approved by the Hennepin County Board of Commissioners.



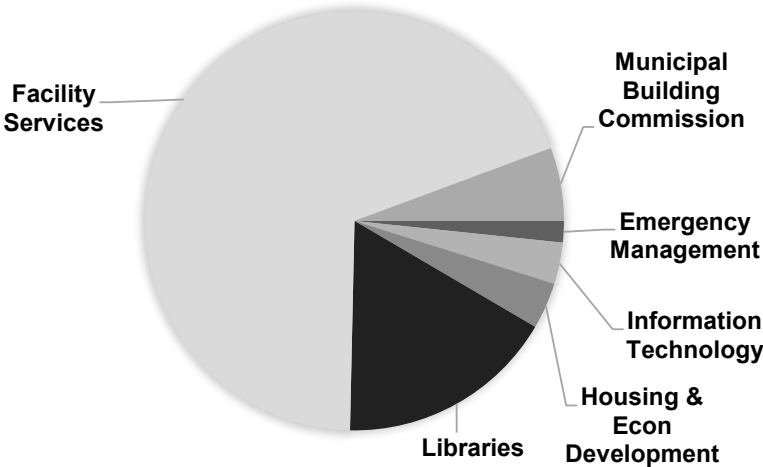
Revenue Category	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Property Tax	550,000	0.8%	1,125,000	500,000	500,000	0	2,675,000	0.9%
Bonds: GO Property Tax	66,759,500	91.5%	96,997,000	78,910,000	41,205,000	13,210,000	297,081,500	95.1%
Federal	5,000,000	6.9%	6,000,000	1,000,000	0	0	12,000,000	3.8%
Other Revenues	600,000	0.8%	0	0	0	0	600,000	0.2%
Total	72,909,500	100.0%	104,122,000	80,410,000	41,705,000	13,210,000	312,356,500	100.0%

Operations Expenditures

2022 Budget



2022 - 2026 CIP



Expenditure Area	2022 Budget		2023	2024	2025	2026	2022 - 2026 CIP	
Emergency Management	50,000	0.1%	125,000	4,990,000	0	0	5,165,000	1.7%
Information Technology	3,500,000	4.8%	3,500,000	1,500,000	1,500,000	0	10,000,000	3.2%
Housing & Econ Development	400,000	0.5%	1,800,000	4,000,000	2,600,000	2,400,000	11,200,000	3.6%
Libraries	5,840,000	8.0%	13,010,000	11,695,000	18,445,000	3,810,000	52,800,000	16.9%
Facility Services	55,350,000	75.9%	80,892,000	53,500,000	18,780,000	7,000,000	215,522,000	68.9%
Municipal Building Commission	7,769,500	10.7%	4,795,000	4,725,000	380,000	0	17,669,500	5.7%
Total	72,909,500	100.0%	104,122,000	80,410,000	41,705,000	13,210,000	312,356,500	100.0%

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
	Grand Total		1,523,500,660	602,968,712	337,014,500	308,332,000	247,335,000	229,505,000	325,065,000	77,935,000	3,048,687,160
	OPERATIONS		172,771,199	75,704,717	72,909,500	104,122,000	80,410,000	41,705,000	13,210,000	16,175,000	501,302,699
	Emergency Management		0	0	50,000	125,000	4,990,000	0	0	0	5,165,000
VI-4	1006386	Emergency Management Outdoor Warning Sirens Upgrade	0	0	50,000	125,000	4,990,000	0	0	0	5,165,000
		Property Tax	0	0	50,000	125,000	0	0	0	0	175,000
		Bonds - GO	0	0	0	0	4,990,000	0	0	0	4,990,000
	Information Technology		1,500,000	1,443,977	3,500,000	3,500,000	1,500,000	1,500,000	0	0	11,500,000
VI-6	1006393	IT Community Connectivity 2021-2025	1,500,000	1,443,977	3,500,000	3,500,000	1,500,000	1,500,000	0	0	11,500,000
		Bonds - GO	1,500,000	1,443,977	1,500,000	1,500,000	1,500,000	1,500,000	0	0	7,500,000
		Federal - Other	0	0	2,000,000	2,000,000	0	0	0	0	4,000,000
	Housing & Economic Development		19,761,999	7,361,383	400,000	1,800,000	4,000,000	2,600,000	2,400,000	0	30,961,999
VI-8	0031805	Southwest LRT Community Works	10,773,999	2,533,539	400,000	0	1,000,000	0	0	0	12,173,999
		Bonds - GO	8,850,000	400,000	400,000	0	1,000,000	0	0	0	10,250,000
		Federal - Other	825,000	0	0	0	0	0	0	0	825,000
		Other	1,098,999	0	0	0	0	0	0	0	1,098,999
VI-10	1001560	Penn Avenue Community Works	4,553,000	2,468,685	0	0	0	0	0	0	4,553,000
		Property Tax	2,833,000	0	0	0	0	0	0	0	2,833,000
		Bonds - GO	800,000	0	0	0	0	0	0	0	800,000
		State - Other	600,000	0	0	0	0	0	0	0	600,000
		Other	320,000	0	0	0	0	0	0	0	320,000
VI-12	1002318	Bottineau LRT Community Works	4,435,000	2,359,159	0	1,800,000	3,000,000	2,600,000	2,400,000	0	14,235,000
		Property Tax	1,235,000	0	0	0	0	0	0	0	1,235,000
		Bonds - GO	2,600,000	0	1,800,000	3,000,000	2,600,000	2,400,000	0	0	12,400,000
		Other	600,000	0	0	0	0	0	0	0	600,000
	Library		14,395,000	13,664,954	5,840,000	13,010,000	11,695,000	18,445,000	3,810,000	16,175,000	83,370,000
VI-14	1008265	Library Strategic Planning	300,000	300,000	0	0	0	0	0	0	300,000
		Property Tax	300,000	0	0	0	0	0	0	0	300,000
VI-16	1006394	Library Facility Preservation 2021-2025	3,000,000	2,537,667	3,900,000	5,000,000	5,000,000	5,000,000	0	0	21,900,000
		Bonds - GO	3,000,000	2,537,667	3,900,000	5,000,000	5,000,000	5,000,000	0	0	21,900,000
IV-18	1004469	East Lake Library Refurbishment	90,000	90,000	0	0	190,000	440,000	3,000,000	2,010,000	5,730,000
		Bonds - GO	90,000	0	0	0	190,000	440,000	3,000,000	2,010,000	5,730,000
VI-20	1006381	Rockford Road Library Asset Protection	0	0	1,340,000	3,990,000	0	0	0	0	5,330,000
		Bonds - GO	0	0	1,340,000	3,990,000	0	0	0	0	5,330,000
VI-22	1004468	Westonka Library Replacement	200,000	197,506	0	0	1,520,000	9,980,000	0	0	11,700,000
		Property Tax	200,000	0	0	0	0	0	0	0	200,000
		Bonds - GO	0	0	0	0	1,520,000	9,980,000	0	0	11,500,000
VI-24	1004476	Sumner Library Refurbishment	90,000	31,038	600,000	2,825,000	2,805,000	0	0	0	6,320,000
		Bonds - GO	90,000	31,038	600,000	2,825,000	2,805,000	0	0	0	6,320,000
VI-26	1004464	Linden Hills Library Refurbishment	0	0	0	150,000	550,000	2,505,000	0	0	3,205,000
		Bonds - GO	0	0	0	150,000	550,000	2,505,000	0	0	3,205,000
VI-28	1006387	Augsburg Park Library Asset Protection	0	0	0	545,000	1,630,000	0	0	0	2,175,000
		Bonds - GO	0	0	0	545,000	1,630,000	0	0	0	2,175,000
VI-30	1001788	Brookdale Library Refurbishment	115,000	115,000	0	0	0	520,000	810,000	14,165,000	15,610,000
		Bonds - GO	115,000	115,000	0	0	0	520,000	810,000	14,165,000	15,610,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
VI-32	1004444	Central Library Program/Asset Master Plan	0	0	0	500,000	0	0	0	0	500,000
		Property Tax	0		0	500,000	0	0	0	0	500,000
VI-34	1005259	New Southdale Library	10,600,000	10,393,742	0	0	0	0	0	0	10,600,000
		Property Tax	200,000		0	0	0	0	0	0	200,000
		Bonds - GO	10,400,000		0	0	0	0	0	0	10,400,000
		Facility Services	111,768,000	48,163,858	55,350,000	80,892,000	53,500,000	18,780,000	7,000,000	0	327,290,000
VI-36	1006395	Environmental Health & Safety 2021 - 2025	500,000	217,500	500,000	500,000	500,000	500,000	0	0	2,500,000
		Property Tax	500,000		250,000	500,000	500,000	500,000	0	0	2,250,000
		Bonds - GO	0		250,000	0	0	0	0	0	250,000
VI-38	1008701	Climate Action Plan Facility Implementation	0	(24,880)	2,000,000	4,000,000	5,000,000	5,000,000	7,000,000	0	23,000,000
		Property Tax	0		250,000	0	0	0	0	0	250,000
		Bonds - GO	0		1,750,000	4,000,000	5,000,000	5,000,000	7,000,000	0	22,750,000
VI-40	1000874	Government Center Infrastructure Preservation	35,920,000	10,714,645	5,450,000	5,500,000	0	0	0	0	46,870,000
		Bonds - GO	35,920,000		5,450,000	5,500,000	0	0	0	0	46,870,000
VI-42	1008794	Government Center HVAC Rehabilitation	0	0	7,000,000	7,000,000	8,000,000	1,000,000	0	0	23,000,000
		Bonds - GO	0		7,000,000	7,000,000	8,000,000	1,000,000	0	0	23,000,000
VI-44	1006396	Countywide Energy Conservation 2021-2025	1,500,000	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	0	0	9,500,000
		Bonds - GO	1,500,000		2,000,000	2,000,000	2,000,000	2,000,000	0	0	9,500,000
VI-46	1006398	Building Automation System Upgrades 2021-2025	1,700,000	1,700,000	0	2,160,000	1,160,000	1,180,000	0	0	6,200,000
		Bonds - GO	1,700,000		0	2,160,000	1,160,000	1,180,000	0	0	6,200,000
VI-48	1006397	Facility Preservation 2021-2025	5,000,000	4,162,364	4,500,000	7,000,000	7,000,000	7,000,000	0	0	30,500,000
		Bonds - GO	5,000,000		4,500,000	7,000,000	7,000,000	7,000,000	0	0	30,500,000
VI-50	1007208	625 Building Occupancy Preparation & Rehabilitation	15,900,000	2,513,389	1,800,000	1,500,000	800,000	0	0	0	20,000,000
		Bonds - GO	15,900,000		1,800,000	1,500,000	800,000	0	0	0	20,000,000
VI-52	1005192	HCGC Elevator & Escalator Modernization	15,635,000	872,889	4,845,000	0	0	0	0	0	20,480,000
		Bonds - GO	15,635,000		4,845,000	0	0	0	0	0	20,480,000
VI-54	1008715	Security Operations Infrastructure Upgrades	0	0	750,000	1,400,000	750,000	750,000	0	0	3,650,000
		Bonds - GO	0		750,000	1,400,000	750,000	750,000	0	0	3,650,000
VI-56	1004461	1800 Chicago Infrastructure Replacements	10,228,000	4,147,012	0	2,442,000	0	0	0	0	12,670,000
		Bonds - GO	10,228,000		0	2,442,000	0	0	0	0	12,670,000
VI-58	1007236	Public Safety Facility Preservation	1,430,000	1,154,206	1,455,000	4,300,000	5,400,000	0	0	0	12,585,000
		Bonds - GO	1,430,000		1,455,000	4,300,000	5,400,000	0	0	0	12,585,000
VI-60	1007209	625 Building Office Remodeling	14,000,000	13,124,494	1,000,000	13,000,000	5,500,000	0	0	0	33,500,000
		Bonds - GO	14,000,000		1,000,000	13,000,000	5,500,000	0	0	0	33,500,000
VI-62	1007210	Government Center Office Relocations & Remodeling	1,500,000	1,432,900	10,600,000	12,000,000	5,500,000	0	0	0	29,600,000
		Bonds - GO	1,500,000		10,600,000	12,000,000	5,500,000	0	0	0	29,600,000
VI-64	1007211	Government Center Court Relocations from FJC	500,000	500,000	0	6,500,000	9,500,000	0	0	0	16,500,000
		Bonds - GO	500,000		0	6,500,000	9,500,000	0	0	0	16,500,000
VI-66	1007390	HSB Clinic & Office Remodeling	350,000	(375,433)	3,100,000	2,000,000	0	0	0	0	5,450,000
		Bonds - GO	350,000		3,100,000	2,000,000	0	0	0	0	5,450,000
VI-68	1006400	701 Building Facility Preservation 2021-2025	700,000	700,000	600,000	600,000	600,000	600,000	0	0	3,100,000
		Bonds - GO	0		0	600,000	600,000	600,000	0	0	1,800,000
		Lease Revenues	700,000		600,000	0	0	0	0	0	1,300,000
VI-70	1005285	701 Building Facade Restoration	0	0	0	3,000,000	0	0	0	0	3,000,000
		Bonds - GO	0		0	3,000,000	0	0	0	0	3,000,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2022 - 2026 Capital Improvement Program					Beyond 2026	Project Total
					2022 Budget	2023	2024	2025	2026		
VI-72	1008045	Target Field Station Parking Ramp Security Mods	985,000	908,797	515,000	0	0	0	0	0	1,500,000
		Bonds - GO	985,000		515,000	0	0	0	0	0	1,500,000
VI-74	1006402	General Office Space & Furniture Mods. 2021-2025	5,000,000	4,108,459	2,000,000	1,000,000	0	0	0	0	8,000,000
		Bonds - GO	5,000,000		2,000,000	1,000,000	0	0	0	0	8,000,000
VI-76	1006401	Accessibility Modifications 2021-2025	250,000	250,000	250,000	250,000	250,000	250,000	0	0	1,250,000
		Bonds - GO	250,000		250,000	250,000	250,000	250,000	0	0	1,250,000
VI-78	1006554	County-wide Lactation Room Refurbishments	270,000	161,236	0	140,000	140,000	0	0	0	550,000
		Bonds - GO	270,000		0	140,000	140,000	0	0	0	550,000
VI-80	1007468	Countywide Inclusive Restroom Modifications	250,000	246,279	0	250,000	250,000	0	0	0	750,000
		Bonds - GO	250,000		0	250,000	250,000	0	0	0	750,000
VI-82	1006399	Carpet Replacement Program 2021-2025	150,000	150,000	500,000	350,000	150,000	500,000	0	0	1,650,000
		Bonds - GO	150,000		500,000	350,000	150,000	500,000	0	0	1,650,000
VI-84	1008782	ACF Work Release Building Demolition	0	0	1,985,000	0	0	0	0	0	1,985,000
		Bonds - GO	0		1,985,000	0	0	0	0	0	1,985,000
VI-86	1008870	Ridgedale Service Center Remodeling	0	0	1,500,000	0	0	0	0	0	1,500,000
		Bonds - GO	0		1,500,000	0	0	0	0	0	1,500,000
VI-88	1008987	Countywide HVAC Covid Response	0	0	3,000,000	4,000,000	1,000,000	0	0	0	8,000,000
		Federal - Other	0		3,000,000	4,000,000	1,000,000	0	0	0	8,000,000
		Municipal Building Commission	25,346,200	5,070,546	7,769,500	4,795,000	4,725,000	380,000	0	0	43,015,700
VI-90	0031317	MBC Life/Safety Improvements	7,072,000	1,325,798	3,034,500	0	0	0	0	0	10,106,500
		Property Tax	767,000		0	0	0	0	0	0	767,000
		Bonds - GO	6,305,000		3,034,500	0	0	0	0	0	9,339,500
VI-92	0031483	MBC Mechanical Systems Upgrades	13,133,200	2,957,571	1,451,500	0	0	0	0	0	14,584,700
		Property Tax	75,000		0	0	0	0	0	0	75,000
		Bonds - GO	13,058,200		1,451,500	0	0	0	0	0	14,509,700
VI-94	1006502	MBC Facility Safety Improvements	1,938,000	699,534	2,470,000	1,256,000	640,000	380,000	0	0	6,684,000
		Bonds - GO	1,938,000		2,470,000	1,256,000	640,000	380,000	0	0	6,684,000
VI-96	1008704	MBC Building-wide Electrical Upgrades	0	0	518,500	1,050,500	18,500	0	0	0	1,587,500
		Bonds - GO	0		518,500	1,050,500	18,500	0	0	0	1,587,500
VI-98	1008703	MBC Elevator 12 Modernization	0	0	0	31,500	374,500	0	0	0	406,000
		Bonds - GO	0		0	31,500	374,500	0	0	0	406,000
VI-100	1000935	MBC Exterior Improvements	3,155,000	71,117	0	0	3,692,000	0	0	0	6,847,000
		Bonds - GO	3,155,000		0	0	3,692,000	0	0	0	6,847,000
VI-102	1008223	MBC ADC Elevator Upgrades	48,000	16,526	295,000	2,457,000	0	0	0	0	2,800,000
		Bonds - GO	48,000		295,000	2,457,000	0	0	0	0	2,800,000

Project Name: 1006386 Emergency Management Outdoor Warning Sirens Upgrade
Major Program: Operations
Department: Emergency Management

Funding Start: 2022
Funding Completion: 2024

Summary:

This project will procure software and associated infrastructure hardware that will control the activation of all 292 and 3 portable outdoor warning sirens across Hennepin County.

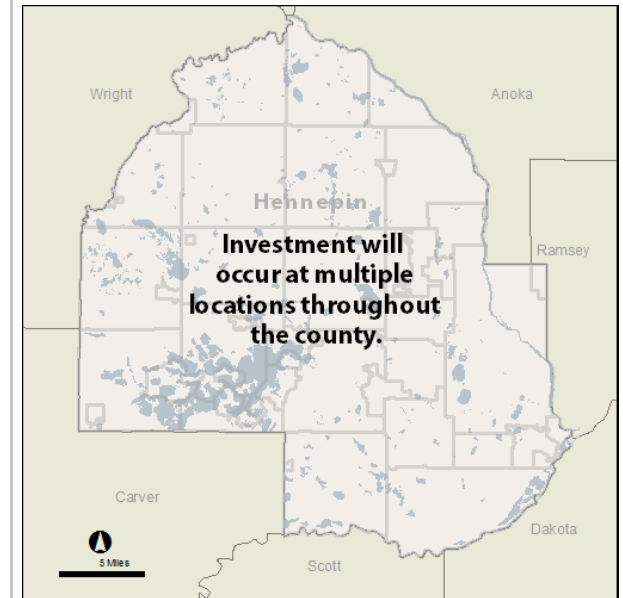
Purpose & Description:

Hennepin County Emergency Management (HCEM) is responsible for the integration and coordination of the public alert and warning system in Hennepin County, including outdoor warning siren strategy and policy development. HCEM also has the capability to activate the county's outdoor warning sirens and is responsible to make siren activation decisions in the correct locations for weather events that do not meet automatic siren sounding criteria.

HCEM owns all the infrastructure and software that sounds these sirens. Six PCs in four different locations throughout the County are networked together to receive National Weather Service alert and warning products. Any one of these PCs can sound the siren system, essentially making the system 6-times redundant. The system can also sound manually by an authorized user from any one of the PCs.

The current siren control system is proprietary in nature and has been problematic in that the custom-built interfaces are not user friendly, lack effective reporting technology, has limited map interface capability, and has led to several siren failures in the past couple of years. In addition, there are limitations with the system in that smallest scale siren activation will only as small as the community level. This is an issue with the data string that is transmitted from an encoder and in a format that the current vendor chooses to use. This limits the ability for HCEM to sound the sirens that the National Weather Service issues in their new polygon warning format. The result is a delay in warning to what could turn out to be a large population in life-threatening circumstances.

The funding for this project would cover the control system as well as any necessary outdoor warning siren upgrades needed to be updated to effectively interface with the new control and command software. The new software should be easier to maintain, redundant, have a user-friendly interface, map based activation, integration of National Weather Service Polygon Warning alerting technology and built in reporting tools and customizable dash boards.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				50,000	125,000					175,000
Bonds - GO						4,990,000				4,990,000
Total				50,000	125,000	4,990,000				5,165,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting				50,000	108,000	20,000				178,000
Equipment						4,577,000				4,577,000
Other Costs						20,000				20,000
Contingency					17,000	373,000				390,000
Total				50,000	125,000	4,990,000				5,165,000

Project Name: 1006386 Emergency Management Outdoor Warning Sirens Upgrade	Funding Start: 2022
Major Program: Operations	Funding Completion: 2024
Department: Emergency Management	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		50,000	125,000	4,990,000				5,165,000
Administrator Proposed		50,000	125,000	4,990,000				5,165,000
CBTF Recommended		50,000	125,000	4,990,000				5,165,000
Board Approved Final		50,000	125,000	4,990,000				5,165,000

<p>Scheduling Milestones (major phases only):</p> <p>Consultant Selection Q1 2022 Consultant Analysis Q3 2022 Siren Control Selection Q2 2023 Siren Control Vendor Planning Q4 2023 Siren Control Installation Q2 2024 Siren Control Completion Q4 2024</p> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>The new system will require certain licensing, fees, and maintenance costs. Annual licensing fees are quoted at \$7,500/year, annual control fees will be approx. \$18,000/year, and it is anticipated that a siren control maintenance package to be between \$30,000-\$50,000/year, for a total annual operating cost increase of \$55,500-\$75,500/year.</p> <p>Changes from Prior CIP:</p> <p>The 2022 estimate has increased \$20,000 over the 2021-2025 budget as escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>There are currently over 292 fixed site outdoor warning sirens serving 45 cities and other jurisdictions in Hennepin County. Approximately 73 percent of the county's area and an estimated 97 percent of the population is within the planned audible range of at least one outdoor warning siren. People in many of places are able to hear several sirens.</p> <p>There is potential for moderate growth of the warning siren system, it is estimated at approximately 5 new sirens per year.</p> <p>Although the schedule for this project has been deferred, the estimated funding is presumed to be adequate based on preliminary conversations with a vendor in early 2019. This estimate will be subject to re-evaluation in spring 2022 when a schedule is more definitive.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			5,145,000					5,145,000
Administrator Proposed			5,145,000					5,145,000
CBTF Recommended			5,145,000					5,145,000
Board Approved Final			5,145,000					5,145,000

Project Name: 1006393 IT Community Connectivity 2021-2025
Major Program: Operations
Department: Information Technology

Funding Start: 2021
Funding Completion: 2025

Summary:

The primary focus of this project is to establish secure, reliable, and redundant high-speed broadband connections to County facilities.

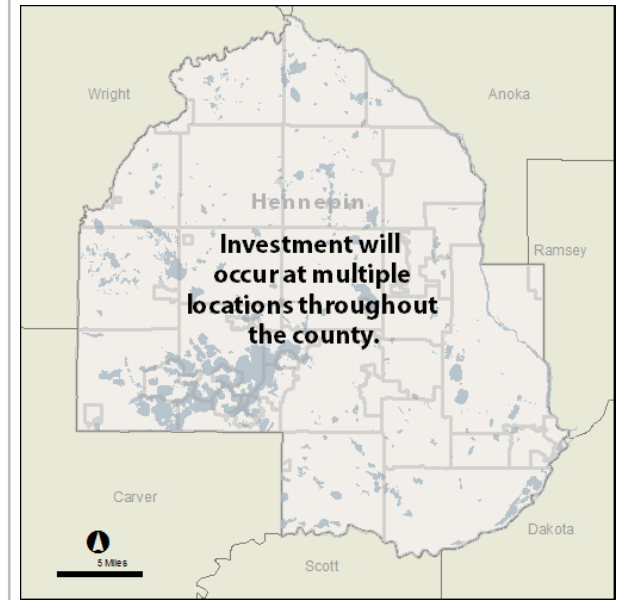
Purpose & Description:

This project aims to meet the growing need for high-speed broadband that supports the County's lines of business, provide robust and secure network connections network connections among and between County facilities, and prevent outages by providing high-quality redundant connections. The project also works with the Public Works line of business to leverage existing fiber infrastructure for traffic management programs, and to share fiber planning, funding and maintenance services.

Partnering with other public agencies to share costs and capabilities, this project will provide primary and redundant fiber connectivity to as many County sites as possible. This project is the backbone that will provide the foundation for future expansion of the County's fiber infrastructure.

Community Connectivity is partnering with the State of MN, the Metropolitan Council, cities and school districts within Hennepin County, and other counties in the state to share fiber assets and provide mutual benefits. This project supports critical public-service program needs such as 911 dispatch, libraries, HSPHD regionalization and data redundancy.

Between 2012 and 2020, more than 200 miles of fiber optic infrastructure were installed under this program, including connections to more than 50 county facilities.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	1,500,000	17,483	1,482,517	1,500,000	1,500,000	1,500,000	1,500,000			7,500,000
Federal - Other				2,000,000	2,000,000					4,000,000
Total	1,500,000	17,483	1,482,517	3,500,000	3,500,000	1,500,000	1,500,000			11,500,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	475,000	17,483	457,517	1,000,000	1,000,000	225,000	225,000			2,925,000
Consulting		38,540	(38,540)							
Equipment	1,025,000		1,025,000	2,500,000	2,500,000	1,275,000	1,275,000			8,575,000
Total	1,500,000	56,023	1,443,977	3,500,000	3,500,000	1,500,000	1,500,000			11,500,000

Project Name: 1006393 IT Community Connectivity 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Information Technology	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,500,000	3,500,000	3,500,000	1,500,000	1,500,000			11,500,000
Administrator Proposed	1,500,000	3,500,000	3,500,000	1,500,000	1,500,000			11,500,000
CBTF Recommended	1,500,000	3,500,000	3,500,000	1,500,000	1,500,000			11,500,000
Board Approved Final	1,500,000	3,500,000	3,500,000	1,500,000	1,500,000			11,500,000

Scheduling Milestones (major phases only):

Planned connections and cost estimates for 2021 include (\$4,125,000): 1) Metro Transit D-Line Bus Rapid Transit (\$825,000); 2) Last mile facility connections (\$150,000); 3) Last mile library connections (\$150,000); 4) Southwest Light Rail Transit (\$900,000); 5) Fiber enhancement projects (\$100,000); 6) Community-based broadband work (\$2,000,000).

Planned connections and cost estimates for 2022 include (\$4,250,000): 1) Metro Transit D-Line Bus Rapid Transit (\$850,000); 2) Last mile county facility and library connections (\$250,000); 3) Southwest Light Rail Transit (\$900,000); 4) Fiber redundancy and enhancement projects (\$250,000); 5) Community-based broadband work (\$2,000,000).

Project's Effect on County Priorities and the Operating Budget:

Impacts cannot be quantified, but higher bandwidth will be provided and there will be higher uptime on owned fiber lines compared to leased lines.

Changes from Prior CIP:

The 2022 estimate has increased by \$4,500,000 over the 2021-2025 budget due to increases in fiber costs for the Southwest Light rail project and to cover a number of new community-based broadband projects.

Board Resolutions / Supplemental Information:

NOTE: The County Board approved 2022 budget of \$3,500,000 includes \$2,000,000 in Federal American Rescue Plan Act (ARPA) funds. The budget and actuals for these funds, although authorized as part of the 1006393 IT Community Connectivity 2021-2025 project, will be tracked under project 1008880, which tracks ARPA funds across the county.

Community Connectivity is partnering with Metro Transit to install county owned fiber optic infrastructure along the Southwest Light Rail Transit corridor, and a portion of the D-Line BRT corridor from downtown Minneapolis to Bloomington that will replace a leased connection. Preliminary estimates indicate combined fiber cost for these three projects will be approximately \$2.75 million. Expenditures are expected to occur between 2021 and 2024.

In addition, Community Connectivity is collaborating with Public Works on implementation on the fiber optic installation portion of the Advanced Transportation Management System (ATMS) Project #2164400. Once these larger scale projects are complete, Community Connectivity will shift program focus to smaller scale projects connecting county facilities and assets to existing county fiber.

This project is preceded by the following capital project:

- IT Community Connectivity 2016-2020 (#1002166)
- Funded Budget: \$6,520,000
- Expenditures & Encumbrances: \$5,771,000
- Balance as of 12/31/2021: \$749,000

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		1,500,000	1,500,000	1,500,000	1,250,000	1,250,000		7,000,000
Administrator Proposed		1,500,000	1,500,000	1,500,000	1,250,000	1,250,000		7,000,000
CBTF Recommended		1,500,000	1,500,000	1,500,000	1,250,000	1,250,000		7,000,000
Board Approved Final		1,500,000	1,500,000	1,500,000	1,250,000	1,250,000		7,000,000

Project Name: 0031805 Southwest LRT Community Works
Major Program: Operations
Department: Housing & Economic Development

Funding Start: 2011
Funding Completion: 2024

Summary:

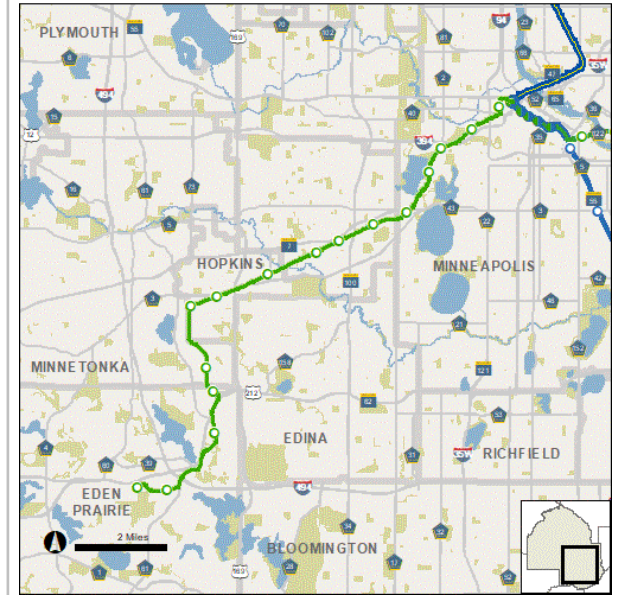
The Southwest Light Rail Transit (LRT) Community Works program will advance transit and transit-oriented development for station areas along the METRO Green Line Extension, serving the communities of Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

Purpose & Description:

The purpose of the program is to provide benefits for Hennepin County residents and businesses and maximize the return on investment for the METRO Green Line Extension LRT project by integrating land use planning and transportation investments that support transit oriented development and economic development, increase transit ridership, and support a multi-modal transportation system that connects people to jobs, places and communities.

Southwest LRT Community Works has engaged key partners to create a shared corridor vision, coordinate planning and public investments, address corridor-wide issues, foster communication, and stimulate economic development. Southwest LRT Community Works uses its capital funds to leverage funding from public and private sources. Hennepin County is actively working with Southwest corridor cities, Metropolitan Council, and other agencies to complete infrastructure improvements and realize the full economic development potential of the corridor.

With Southwest LRT under construction as of 2018, Southwest Community Works continues working with local partners to promote and guide private investment, and to ensure recommended "beyond the rails" infrastructure projects are completed by opening day. Priorities for implementation in 2022-24 include first and last mile connections to new affordable housing units under construction, to employers, and to other community destinations.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	8,850,000	3,659,106	5,190,894	400,000		1,000,000				10,250,000
Federal - Other	825,000	825,000								825,000
Transfer from other Funds		(100,000)	100,000							
Other	1,098,999	1,206,199	(107,200)							1,098,999
Total	10,773,999	5,590,305	5,183,694	400,000		1,000,000				12,173,999

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land				400,000		1,000,000				1,400,000
Construction	7,148,999	1,261,001	5,887,998							7,148,999
Consulting	2,375,000	6,055,003	(3,680,003)							2,375,000
Other Costs	750,000	924,456	(174,456)							750,000
Contingency	500,000		500,000							500,000
Total	10,773,999	8,240,460	2,533,539	400,000		1,000,000				12,173,999

Project Name: 0031805 Southwest LRT Community Works	Funding Start: 2011
Major Program: Operations	Funding Completion: 2024
Department: Housing & Economic Development	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	10,773,999	400,000		1,000,000				12,173,999
Administrator Proposed	10,773,999	400,000		1,000,000				12,173,999
CBTF Recommended	10,773,999	400,000		1,000,000				12,173,999
Board Approved Final	10,773,999	400,000		1,000,000				12,173,999

<p>Scheduling Milestones (major phases only):</p> <p>The general schedule for the LRT line is: Project Development: 2011 - 2016 Engineering: 2016 - 2020 Construction: Started in 2018</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Other Revenue includes \$1,107,000 from Three Rivers Park District for grade-separated trail construction per Agreement A154416, up to \$566,465 reimbursement from the HCHRA for 31st Street design reconstruction per Agreements A177958 and A189347, and a reduction of \$75,796 that reflects actual versus budgeted revenue.</p> <p>Resolution 09-0596 (adopted December 15, 2009) established the Southwest LRT Community Works project to provide an organizational structure and process for coordinating LRT engineering and land use planning.</p> <p>Resolution 15-0271 (adopted July 21, 2015) set aside \$3.0 million in SouthWest LRT Community Works funds for base payment costs. These funds were pledged to the SWLRT project to fill the local funding gap.</p> <p>Resolution 16-0428 (adopted November 15, 2016) authorized a subordinate funding agreement with Metropolitan Council for \$2.6 million for three trail grade separation projects, and an agreement with Three Rivers Parks District for reimbursement of up to \$1.1 million for its share of local construction costs for these projects.</p> <p>Resolution 16-0429 (adopted November 15, 2016) authorized subordinate funding agreements with Metropolitan Council for Community Works-eligible infrastructure costs associated with SWLRT, not to exceed \$3.0 million, and for \$5.0 million of Environmental Response Fund-eligible assessment and cleanup activities related to SWLRT.</p> <p>Resolutions 17-0015 and 17-0016 (adopted January 24, 2017) authorized agreements for infrastructure investments identified in the Southwest Corridor and amended the Master Funding Agreement with Metropolitan Council. These include installation of fiber optic infrastructure along the Green Line Extension LRT corridor, the Flying Cloud Trail gap construction, and traffic signals in the City of Eden Prairie.</p> <p>Resolution 17-0514 (adopted December 12, 2017) authorized a subordinate funding agreement with Metropolitan Council for design costs associated with the relocation of 31st Street West.</p> <p>Resolution 18-0512 (adopted December 11, 2018) authorized a subordinate funding agreement with Metropolitan Council for construction costs associated with the relocation of 31st Street West.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p>	
<p>Changes from Prior CIP:</p> <p>The overall project budget has been reduced by \$1.025 million from 2021 to reflect revised program needs, and leveraged implementation of funds from other sources.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	10,598,999	175,000	1,405,000	1,020,000				13,198,999
Administrator Proposed	10,598,999	175,000	1,405,000	1,020,000				13,198,999
CBTF Recommended	10,598,999	175,000	1,405,000	1,020,000				13,198,999
Board Approved Final	10,598,999	175,000	1,405,000	1,020,000				13,198,999

Project Name: 1001560 Penn Avenue Community Works
Major Program: Operations
Department: Housing & Economic Development

Funding Start: 2013
Funding Completion: 2021

Summary:

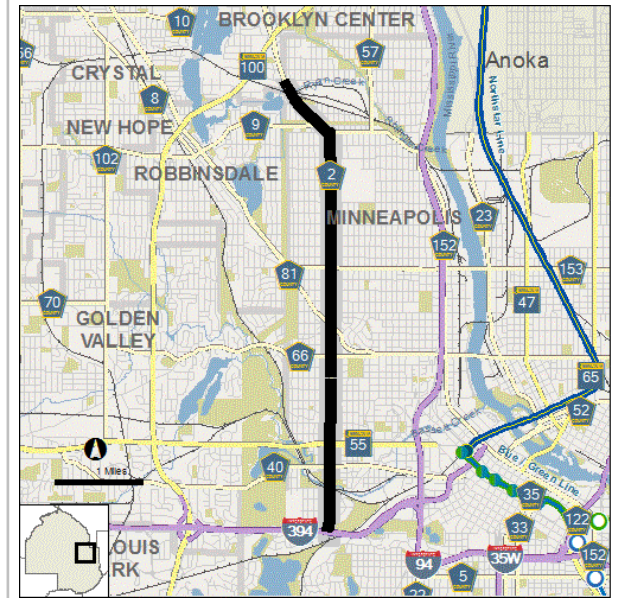
The Penn Avenue corridor is a 5.4 mile corridor in North Minneapolis, spanning from the planned Southwest Light Rail Transit (LRT) station at Penn Avenue south of I-394, up to 49th and Osseo Road at the city's northwestern boundary with Brooklyn Center. The Penn Avenue corridor includes a planned Bottineau LRT station, and construction for the C-Line Rapid Bus investment is underway in 2018. The Penn Avenue corridor intersects with major transportation routes including Glenwood Avenue (County Road 40), Olson Memorial Highway (State Highway 55), Golden Valley Road (County Road 66), West Broadway (County Road 81), Lowry Avenue (County Road 153), and I-394.

Purpose & Description:

Resolution 12-0238 (adopted May 22, 2012) established Penn Avenue North in Minneapolis as a project "to stimulate economic development, beautification, livability, and job creation." The Penn Avenue corridor is the home of major housing and neighborhood activity nodes which provide commercial services and employment opportunities to surrounding neighborhoods.

This project involves Hennepin County, City of Minneapolis, and Metro Transit working together to deliver job creation and economic development using infrastructure investments as the driver. The partners have invested in planning, design and construction of targeted roadway and pedestrian enhancements in coordination with Metro Transit's C-Line bus rapid transit, which began operating on June 8, 2019. The Penn Avenue Implementation Framework approved in March 2016 outlined a series of planned investments to support redevelopment, high quality housing, new and existing businesses, and to create a sense of place.

Hennepin County's investments toward infrastructure of \$8.7 million have resulted in \$49.85 million total infrastructure investment in the Penn corridor to-date. The county's investments toward economic development, housing, and redevelopment projects of \$3.5 million have helped generate \$61.9 million in total development value invested in the Penn corridor to-date.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	2,833,000	2,636,432	196,568							2,833,000
Bonds - GO	800,000	800,000								800,000
State - Other	600,000		600,000							600,000
Other	320,000	829,886	(509,886)							320,000
Total	4,553,000	4,266,318	286,682							4,553,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land	500,000		500,000							500,000
Construction	450,000	900	449,100							450,000
Consulting	3,603,000	2,069,844	1,533,156							3,603,000
Other Costs		13,571	(13,571)							
Total	4,553,000	2,084,315	2,468,685							4,553,000

Project Name: 1001560 Penn Avenue Community Works	Funding Start: 2013
Major Program: Operations	Funding Completion: 2021
Department: Housing & Economic Development	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	4,553,000							4,553,000
Administrator Proposed	4,553,000							4,553,000
CBTF Recommended	4,553,000							4,553,000
Board Approved Final	4,553,000							4,553,000

Scheduling Milestones (major phases only):

- Penn Avenue Community Works Implementation Framework adoption: 2016
- Penn Avenue Roadway, Transit, and Streetscape Improvements construction: 2018
- C-Line operations: 2019
- Additional lighting, streetscaping enhancements: 2019-2020
- Queen Bike Boulevard: 2020-2022

Project's Effect on County Priorities and the Operating Budget:

No operating budget impacts anticipated.

Changes from Prior CIP:

None.

Board Resolutions / Supplemental Information:

Resolution 14-0051 (adopted February 11, 2014) approved Agreement A132383 with Hoisington Koegler Group, Inc. for development of the Penn Avenue Community Works Corridor Vision and Implementation Framework; and Agreements A140006 with Metro Transit and A140107 with City of Minneapolis to accept funding for the Penn Avenue Community Works Corridor Vision and Implementation Framework.

Resolution 16-0099R1 (adopted March 15, 2016) adopted the Penn Avenue Implementation Framework; approved Penn Avenue from 394 to 44th Avenue (CP 2121100) as a project in the 2016 Capital Budget with a project budget of \$2,040,000, that \$1,500,000 in funds and budget authority be transferred from Penn Avenue Community Works Participation (CP 2999970) to CP 2121100; and that CP 2999970 be closed.

In 2016-2017, many of the recommended investments have been implemented, including transit, roadway and bikeway investments; support for businesses, housing, and redevelopment; and greening and public realm improvements.

Resolution 17-0485 (adopted November 2017) authorized various agreements with Metropolitan Council, City of Minneapolis, Minneapolis Park and Recreation Board, and Xcel Energy for the roadway related construction costs and transferred a total of \$7,000,000 in budget authority from the Penn Avenue Community Works project (CP 1001560) to the Penn Avenue Transportation project (CP 2121100).

Since 2018, county and city staff have engaged community and stakeholders in the design of low-stress bikeways including enhanced crossings at three county roadways (Glenwood Avenue, Golden Valley Road, and Lowry Avenue).

Resolution 18-HCHRA-0030 accepted a transfer of \$200,000 from Hennepin County Penn Avenue Community Works (CP 1001560) and authorized Agreement PR00000543 with City of Minneapolis for \$200,000 to support property acquisition and approved criteria for county participation in specific acquisitions.

Resolution 18-0553 authorized Agreement A189387 with the Minnesota African American Heritage Museum and Gallery for \$50,000 contingent upon matching funds.

Resolution 21-0187 authorized Agreement PR00003299 with the City of Minneapolis for bicycle and pedestrian improvements along Queen Avenue N as part of the Queen Avenue Bike Boulevard project.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	4,153,000	400,000						4,553,000
Administrator Proposed	4,153,000	400,000						4,553,000
CBTF Recommended	4,153,000	400,000						4,553,000
Board Approved Final	4,153,000	400,000						4,553,000

Project Name: 1002318 Bottineau LRT Community Works
Major Program: Operations
Department: Housing & Economic Development

Funding Start: 2015
Funding Completion: 2026

Summary:

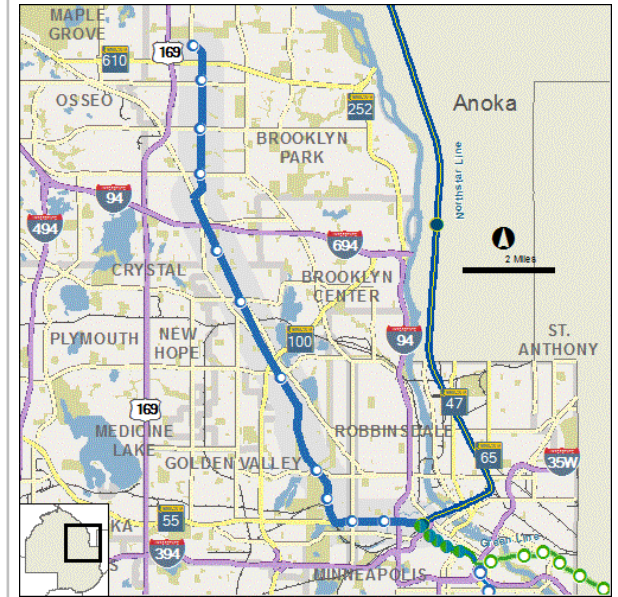
The Bottineau Light Rail Transit (LRT) Community Works program works to advance transit and transit-oriented development along a proposed 13-mile expansion of the METRO Blue Line (Bottineau) LRT serving the cities of Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis.

Purpose & Description:

The purpose of the program is to provide benefits for Hennepin County residents and businesses and maximize the return on investment for the METRO Blue Line Extension (Bottineau) LRT project by integrating land use planning and transportation investments that support transit oriented development and economic development, increase transit ridership, and support a multi-modal transportation system that connects people to jobs, places and communities.

The Bottineau LRT Community Works program has engaged key partners to identify participating organizations, establish the goals, geographic boundary and organizational structure for the program, and has created a work plan and investment framework based on initial station area planning.

Bottineau LRT Community Works has leveraged a total of \$1.79 million in planning and economic development resources from others, including local, federal, and philanthropic sources, to support economic development, livability improvements, and community engagement throughout the corridor. Supported with these additional funds, collaborative planning to advance multiple projects toward implementation are underway. Implementation of targeted improvements, including the rehabilitation of landscaping along County State Aid Highway (CSAH) 81 in the cities of Brooklyn Park, Crystal, and Robbinsdale, are supported through Bottineau LRT Community Works resources. Other projects prioritized in Bottineau LRT Community Works planning process, such as improvements to Bass Lake Road in Crystal and a public plaza in Brooklyn Park, have been funded with other city and county resources, including the Transit Oriented Development Program funded by the Hennepin County Housing and Redevelopment Authority.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	1,235,000	1,235,000								1,235,000
Bonds - GO	2,600,000	314,437	2,285,563		1,800,000	3,000,000	2,600,000	2,400,000		12,400,000
Other	600,000	445,249	154,751							600,000
Total	4,435,000	1,994,686	2,440,314		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land						1,000,000	300,000			1,300,000
Construction	1,900,000	1,502,306	397,694		1,800,000	2,000,000	2,300,000	2,400,000		10,400,000
Consulting	600,000	431,600	168,400							600,000
Other Costs	1,935,000	141,935	1,793,065							1,935,000
Total	4,435,000	2,075,841	2,359,159		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000

Project Name: 1002318 Bottineau LRT Community Works	Funding Start: 2015
Major Program: Operations	Funding Completion: 2026
Department: Housing & Economic Development	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
Administrator Proposed	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
CBTF Recommended	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
Board Approved Final	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000

Scheduling Milestones (major phases only):
 The schedule for the LRT extension is:
 Project Development: 2014 - 2016
 Engineering: 2017 - Present
 Construction: To be determined.

Project's Effect on County Priorities and the Operating Budget:

Changes from Prior CIP:
 August 2020: Hennepin County and the Metropolitan Council begin engaging project partners and community stakeholders about possible LRT route options for the project without using the approximately 8 miles of freight railroad property, as initially planned. By the end of 2021, the project team aims to have a new route option that has the support of corridor residents, businesses, and cities. This alignment will then be advanced for environmental review and engineering work to be completed in coming years.

Board Resolutions / Supplemental Information:
 Resolution 17-0143 (adopted April 25, 2017) added Bottineau FTA TOD Community Works (CP 1005239) to the 2017 CIP with a budget of \$1,235,000 as a result of a Federal Transit Administration Pilot Program for Transit-Oriented Development (TOD) planning grant with awarded funds of \$1,077,500; and matching funds including: \$92,500 from the cities of Brooklyn Park, Crystal, Golden Valley, and Robbinsdale; and \$65,000 from Bottineau Community Works (CP 1002318). This additional capital project was developed to manage eligible transactions independently and more efficiently for review and audit purposes. Activities from this work has direct impact and connectivity to the Bottineau LRT Community Works (CP 1002318).
 Resolution 17-0218 (adopted June 27, 2017) approved Agreement A177491 with the McKnight Foundation for economic and community development activities along the METRO Blue Line extension corridor in the estimated receivable amount of \$550,000.
 Resolution 17-0482 (adopted November 28, 2017) approved Agreement PR00000065 with Springboard for the Arts for placemaking, community engagement, and business support activities in the METRO Blue Line extension corridor.
 Resolution 18-0252 (adopted June 26, 2018) authorized negotiation of an agreement to rehabilitate and maintain the landscape of County State Aid Highway (CSAH) 81 in the cities of Brooklyn Park, Crystal and Robbinsdale at cost not to exceed \$1,500,000.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
Administrator Proposed	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
CBTF Recommended	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
Board Approved Final	4,435,000		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000

Project Name: 1008265 Library Strategic Planning
Major Program: Operations
Department: Library

Funding Start: 2021
Funding Completion: 2021

Summary:

This project will provide funding to assist the Library Department in developing a strategic master plan of its operations and libraries across the county.

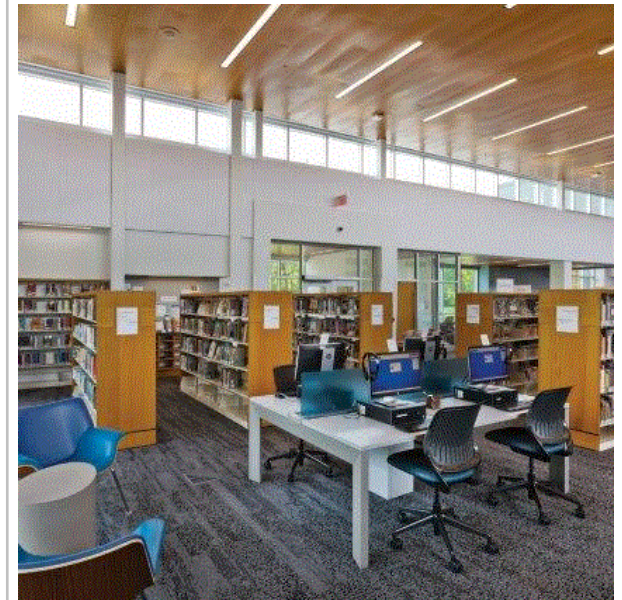
Purpose & Description:

With the emergence and integration of information technology at public libraries, and Hennepin County's goals of reducing disparities (education, employment, income, health, transportation), a strategic plan is needed to help the Library to identify where to invest resources for new initiatives, services and programs to make a maximum impact and community benefit.

This strategic plan should look at progressive library systems both nationally and internationally to come up with creative, out of the box ideas to provide services with the goal of identifying what the Hennepin County Library system will look like in 10 years into the future. Additionally, the plan should address the County's role in providing community rooms and other community services in its libraries.

Although answers often lie within the organization itself, this project's funding will allow the Library Department to combine its own expertise with that of a strategic planning consultant.

Hennepin County Library's new strategic plan should be forward thinking and not focused on its existing facilities as a constraint. Once a plan is finalized, facility and programmatic changes and improvements can be made that support this plan.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	300,000	300,000								300,000
Total	300,000	300,000								300,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting	300,000		300,000							300,000
Total	300,000		300,000							300,000

Project Name: 1008265 Library Strategic Planning	Funding Start: 2021
Major Program: Operations	Funding Completion: 2021
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	300,000							300,000
Administrator Proposed	300,000							300,000
CBTF Recommended	300,000							300,000
Board Approved Final	300,000							300,000

<p>Scheduling Milestones (major phases only): Planning: Fall 2021-2022</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget: To be determined.</p> <hr/> <p>Changes from Prior CIP: No changes.</p>	<p>Board Resolutions / Supplemental Information: RESOLUTION 20-0354R1 (12/15/2020): #13. That the 2021 Capital Budget for project 1008265 Library Strategic Planning be increased by \$300,000 funded with property taxes and that the 2021 Contingency property tax and expenditure budget be decreased by \$300,000;</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended		300,000						300,000
Board Approved Final		300,000						300,000

Project Name: 1006394 Library Facility Preservation 2021-2025
Major Program: Operations
Department: Library

Funding Start: 2021
Funding Completion: 2025

Summary:

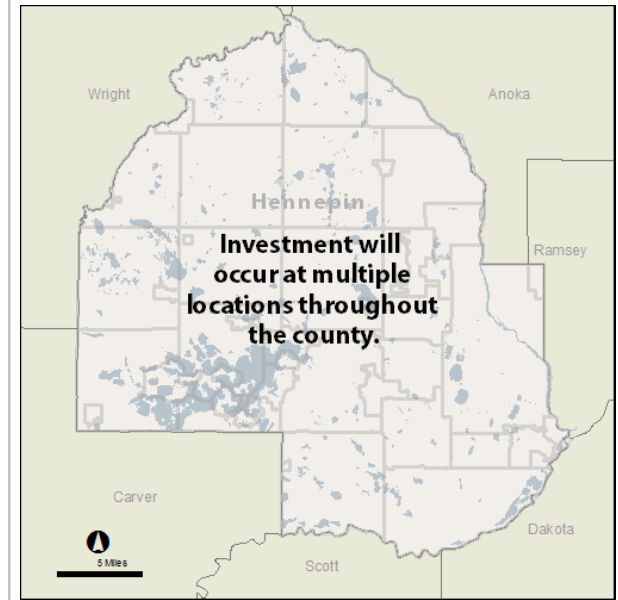
This project provides the basis for implementing an annual, on-going facility preservation program at 33 of the 41 Hennepin County Library facilities. It is intended to carry out major building system and infrastructure repairs, replacements and upgrades as necessary to ensure the long-term viability of the County's real property assets.

Purpose & Description:

Based on "Best Practice" standards, Facility Services staff has established a program of surveys and facility audits of the Library building systems to determine major maintenance or infrastructure replacement plans. This information is maintained in an archival database which can be queried and prioritized for implementation. These replacements are required to maintain the existing library buildings in a good state of repair.

All of the work done under the auspices of this project was identified through periodic surveys of the respective building systems by expert consultants and operations and maintenance staff. The surveys and audits provide a work plan to effect major facility repairs, renovations and upgrades in support of the County's service mission. Availability of regular funding through this project will permit staff to continue conducting building condition evaluations and implement the work in a planned and cost effective manner. This funding will also permit staff to conduct cyclical inspections based on the statistical average life cycles of various building infrastructure systems. This will ensure buildings remain in an optimal condition thereby prolonging their useful life through use of capital resources in an efficient and responsible manner.

Examples of facility preservation items that preserve building integrity and maintain long term value as real-estate assets include: major HVAC modifications and/or replacement, major plumbing repairs and/or replacement, major electrical repair/component replacement, exterior walls rehab (tuck-pointing, stucco repairs, cladding, joint sealant, etc.), window replacement, exterior lighting replacement, major roof repairs and/or replacement, sewer system repairs and/or replacement, grounds preservation (sprinkler systems and water detention ponds), paving and parking surface repairs and/or replacement.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	3,000,000	294,592	2,705,408	3,900,000	5,000,000	5,000,000	5,000,000			21,900,000
Total	3,000,000	294,592	2,705,408	3,900,000	5,000,000	5,000,000	5,000,000			21,900,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	2,600,000	382,780	2,217,220	3,400,000	4,500,000	4,500,000	4,500,000			19,500,000
Consulting	200,000	79,552	120,448	200,000	200,000	200,000	200,000			1,000,000
Contingency	200,000		200,000	300,000	300,000	300,000	300,000			1,400,000
Total	3,000,000	462,333	2,537,667	3,900,000	5,000,000	5,000,000	5,000,000			21,900,000

Project Name: 1006394 Library Facility Preservation 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	3,000,000	5,900,000	5,000,000	5,000,000	5,000,000			23,900,000
Administrator Proposed	3,000,000	3,900,000	5,000,000	5,000,000	5,000,000			21,900,000
CBTF Recommended	3,000,000	3,900,000	5,000,000	5,000,000	5,000,000			21,900,000
Board Approved Final	3,000,000	3,900,000	5,000,000	5,000,000	5,000,000			21,900,000

<p>Scheduling Milestones (major phases only):</p> <p>Major projects planned in 2021 (\$5,450,000):</p> <ul style="list-style-type: none"> • Replace Fire Control Panel at Central (\$195,000) • Replace Parking Lot Lights at Champlin (\$180,000) • Replace Boiler at Penn Lake (\$150,000) • Replace Parking Lot at Hopkins (\$260,000) • Replace Roof at Hopkins & Pierre Bottineau (\$500,000) • Other smaller projects (\$915,000) • 2020 projects delayed by COVID-19* (\$3,250,000) <p>Major projects planned in 2022 (\$8,050,000):</p> <ul style="list-style-type: none"> • Refurbish Protective Coating at Central (\$130,000) • Replace Boiler and Soffit at Franklin (\$250,000) • Replace Roof at St. Louis Park (\$325,000) • Replace Roof at Linden Hills (\$950,000) • Regrade Site/Stormwater Mgmt at Linden Hills (\$150,000) • Other smaller projects (\$3,995,000) • 2020 Projects delayed by COVID-19* (\$2,250,000) 	<p>Board Resolutions / Supplemental Information:</p> <p>Major projects planned in 2023 (\$4,825,000):</p> <ul style="list-style-type: none"> • Replace Boiler at Hopkins (\$120,000) • Replace RTU at Pierre Bottineau (\$150,000) • Replace HVAC at Plymouth (\$300,000) • Replace Boiler at St. Louis Park & Rockford Road (\$245,000) • Replace Roof at Penn Lake (\$500,000) • Other smaller projects (\$3,510,000) <p>Major projects planned in 2024 & 2025:</p> <ul style="list-style-type: none"> • Replace AHU-2 at Champlin (\$100,000) • Replace RTU at Roosevelt (\$125,000) • Replace Roof at Eden Prairie, Franklin & East Lake (\$1,300,000) • HVAC Modifications/upgrades at Northeast (\$280,000) <p>This request is based on a five-year cyclical program of facility condition assessments, inspections and staff observations that form the basis for the identified project scope. Assessments for the 18 suburban libraries were conducted in 2016. Assessments of the non-suburban libraries began in 2020 and will continue through 2021.</p> <p>This project is preceded by the following capital project:</p> <ul style="list-style-type: none"> • Library Facility Preservation 2016-2020 (1002168) • Funded Budget: \$12,000,000 • Expenditures & Encumbrances: \$ 8,702,000 • Balance as of 12/31/2021: \$ 3,298,000 <p>*Due to the effects of COVID-19 on Library and Preservation operations, projects originally scheduled in 2020 will be completed during 2021 & 2022.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>Replacement of aging equipment and roofing will result in energy savings and a reduction in maintenance costs.</p>	
<p>Changes from Prior CIP:</p> <p>The 2022 estimate has decreased by \$1,100,000 from the 2021-2025 budget due to a large unspent balance in this project as well as the previous capital project.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		3,000,000	5,000,000	5,000,000	5,000,000	5,000,000		23,000,000
Administrator Proposed		3,000,000	5,000,000	5,000,000	5,000,000	5,000,000		23,000,000
CBTF Recommended		3,000,000	5,000,000	5,000,000	5,000,000	5,000,000		23,000,000
Board Approved Final		3,000,000	5,000,000	5,000,000	5,000,000	5,000,000		23,000,000

Project Name: 1004469 East Lake Library Refurbishment
Major Program: Operations
Department: Library

Funding Start: 2019
Funding Completion: Beyond 2026

Summary:

This project will selectively remodel and refurbish approximately 14,000 USF of the library (including 2,100 USF of staff space) of the East Lake Library, located at 2727 East Lake Street in Minneapolis, MN. Additionally, asset preservation improvements will be made to address infrastructure and building system requirements to preserve building integrity and maintain long term value as a real-estate asset.

Purpose & Description:

Hennepin County Library (HCL) is committed to fulfilling our mission and vision and achieving the outcomes we set through all of our services. A key to meeting that goal is regular updates and maintenance for our buildings.

Hennepin County Library is moving toward a more equitable and responsive capital renovation strategy. Based on the capital project framework, East Lake Library falls within these parameters. In addition to updating furniture and finishes, the following changes are recommended

- Improvements and additional space for meeting, study, and collaboration to reflect new and broader services
- Add technology to support equitable access to information
- Update Teen and Children's areas to create environments that are welcoming, safe, and secure
- Reconfigure staff workroom to improve efficiency, including modifications to AMH room
- Improve storage space to better accommodate library materials



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	90,000		90,000			190,000	440,000	3,000,000	2,010,000	5,730,000
Total	90,000		90,000			190,000	440,000	3,000,000	2,010,000	5,730,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction								2,311,000	771,000	3,082,000
Consulting	90,000		90,000			166,000	416,000	164,000	87,000	923,000
Equipment								60,000	233,000	293,000
Furnishings									848,000	848,000
Other Costs								96,000	24,000	120,000
Contingency						24,000	24,000	369,000	47,000	464,000
Total	90,000		90,000			190,000	440,000	3,000,000	2,010,000	5,730,000

Project Name: 1004469 East Lake Library Refurbishment	Funding Start: 2019
Major Program: Operations	Funding Completion: Beyond 2026
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	90,000			190,000	440,000	3,000,000	2,010,000	5,730,000
Administrator Proposed	90,000			190,000	440,000	3,000,000	2,010,000	5,730,000
CBTF Recommended	90,000			190,000	440,000	3,000,000	2,010,000	5,730,000
Board Approved Final	90,000			190,000	440,000	3,000,000	2,010,000	5,730,000

Scheduling Milestones (major phases only):

Scoping: 2024
 Design: TBD
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Project's Effect on County Priorities and the Operating Budget:

Hennepin County is focused on reducing disparities. Hennepin County Libraries has analyzed the neighborhoods surrounding each of our 41 buildings and East Lake Library is located in a high priority neighborhood for County services due to disparities these communities face in education rates, income levels, English proficiency, home ownership, and employment.

Changes from Prior CIP:

During the 2021 CIP process, the budget for this project was reduced to \$500k to include only a comprehensive programming & facility study after this library sustained a large amount of property damage from the civil unrest in the summer of 2020. Emergency work and repairs were done in late 2020, and this request now reflects an anticipated project scope of a full facility refurbishment.

Board Resolutions / Supplemental Information:

In 2021-22 the Library Department will develop a strategic master plan for all its operations and libraries across the county. The findings from the strategic planning effort will guide future planning for the East Lake Library Refurbishment project.

East Lake Library underwent a six-month remediation project in 2020 to address damages caused by civil unrest and return the library to service. The work included repairing and/or replacing damaged flooring, windows, interior finishes, furniture, fixtures, computer equipment and the preservation and cleaning of library materials.

This project reflects the Library/Facility Services focus on the asset as a whole and is an effort to coordinate and combine both facility preservation items and Library remodeling needs to take advantage of upgrades while the Library is closed.

The East Lake Library is an 18,058 gross square foot (GSF) single story facility situated on a one-acre site, with a surface parking lot for 25 vehicles. This library was built in 1976, and remodeled and expanded in 2007. More recently, in 2020 the library underwent significant interior remediation work, following damages caused by civil unrest in south Minneapolis.

Approximately 14,000 USF of the library (including 2,100 USF of staff space) will undergo selective remodeling and refurbishment to support 21st century library service to patrons by reconfiguring public areas to support new and innovative services and replacing furniture and flooring as needed. A review of the staff support spaces will be conducted in order to optimize space layouts for efficiency gains in alignment with current operating procedures.

Preliminary staff assessment of the facility indicates there are infrastructure and building system improvements needed to preserve building integrity and longevity including: exterior site improvements (paving surfaces, landscape, site drainage), lighting upgrades for energy improvements; flooring replacement and sub-floor repairs; HVAC system upgrades; and technology system upgrades (IT/security). Improvements needed to address code compliance, energy code, and environmental and safety requirements will also be incorporated into the full project scope.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	90,000		410,000	2,048,000	2,417,000			4,965,000
Administrator Proposed	90,000					410,000		500,000
CBTF Recommended	90,000					410,000		500,000
Board Approved Final	90,000					410,000		500,000

Project Name: 1006381 Rockford Road Library Asset Protection
Major Program: Operations
Department: Library

Funding Start: 2022
Funding Completion: 2023

Summary:

This project will implement improvements and repairs to address critical infrastructure and preservation issues at the Rockford Road Library to ensure long-term integrity and functionality of the facility asset.

Purpose & Description:

The Rockford Road Library, located at 6401 42nd Avenue N in Crystal, MN, is a single story, 18,790 gross square foot building (including a lower level utility room). Constructed in 1970, the building is situated on a 2.39 acre site with a surface lot for 84 vehicles.

The Rockford Road Library has served the community for over 45 years. The library's interior public spaces were remodeled and updated in 2013, providing much needed improvements to library services.

In 2016 a targeted condition assessment of the facility was completed that examined specific issues and conditions of the building and site. The findings identified the following infrastructure components that are deteriorating due to age, moisture intrusion, and heavy use:

- Exterior building wall cladding and window replacement
- Roof repairs
- Site paving and parking lot replacement
- Site storm water drainage modifications
- Exterior lighting replacement

Additionally, the project scope will include improvements necessary to address building code compliance requirements (restrooms and egress walkways), and replace security cameras to meet current HC building standards. Staff area workstations and furniture that is over 20 years old will be replaced to meet current county ergonomic standards.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				1,340,000	3,990,000					5,330,000
Total				1,340,000	3,990,000					5,330,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				884,000	2,642,000					3,526,000
Consulting				192,000	573,000					765,000
Equipment				8,000	22,000					30,000
Furnishings				27,000	81,000					108,000
Contingency				229,000	672,000					901,000
Total				1,340,000	3,990,000					5,330,000

Project Name: 1006381 Rockford Road Library Asset Protection	Funding Start: 2022
Major Program: Operations	Funding Completion: 2023
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		1,340,000	3,990,000					5,330,000
Administrator Proposed		1,340,000	3,990,000					5,330,000
CBTF Recommended		1,340,000	3,990,000					5,330,000
Board Approved Final		1,340,000	3,990,000					5,330,000

<p>Scheduling Milestones (major phases only):</p> <p>Beginning in the summer of 2021, in-depth testing will be done on the buildings' envelope, roof and window detailing. This will help in determining its current condition and also aide with the sequencing of work prior to the eventual closure for construction.</p> <p>Scoping: 2022 Design: 2022 Procurement: 2023 Construction: 2023 Completion: 2023</p> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>It is anticipated that there would be a cost savings in energy used do to the change in lighting, more efficient windows and the building envelope.</p> <p>Changes from Prior CIP:</p> <p>The 2022 estimate has increased \$241,000 over the 2021-2025 budget as escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>In 2013, the interior of the Rockford Road Library was refurbished. This project will primarily focus on the exterior asset protection work, roughly 80% of the project costs. This includes items such as window replacement, paving, and building envelope repair. The other 20% will be spent on interior asset protection items, such as lighting and restroom refurbishments, and some minor furniture upgrades. However, a preliminary look could include other costs subject to change which could include furniture and/or equipment.</p> <p>It is planned that the library will be closed during construction (approximately 9-12 months).</p> <p>The project scope includes site work necessary to create a shared access road with the City of Crystal on the Library property.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			1,194,000	3,895,000				5,089,000
Administrator Proposed			1,194,000	3,895,000				5,089,000
CBTF Recommended			1,194,000	3,895,000				5,089,000
Board Approved Final			1,194,000	3,895,000				5,089,000

Project Name: 1004468 Westonka Library Replacement
Major Program: Operations
Department: Library

Funding Start: 2019
Funding Completion: 2025

Summary:

This project will replace the current Westonka Library with a new 10,000 gross square foot (GSF) library and associated parking on the existing 1.68 acre site located at 2079 Commerce Boulevard in Mound, MN.

Purpose & Description:

Recent condition assessment studies concluded that replacement of the current library building is the recommended long-term solution rather than refurbishment due to the extent of deficiencies and the aging infrastructure found in the 49 year-old building. Constructing a new library facility will provide a modern, updated library that is energy efficient and supports a cost-effective approach for providing library services in the community for the next 50 years.

The new facility is envisioned to be a net-zero energy building. A net-zero facility is designed to produce 100% (or more) of the energy it consumes through renewable energy sources generated on its site.

Hennepin County Library (HCL) is committed to fulfilling our mission and vision and achieving the outcomes we set through all of our services. Hennepin County Library is moving toward a more equitable and responsible capital improvement strategy. Based on the capital project framework, Westonka Library falls within these parameters.

The following will be included in the new building:

- Increased meeting and study rooms of different sizes, including flexible spaces that can accommodate new technologies and library programs
- More accommodations for patrons using personal technology devices
- Early literacy spaces for STEM (science, technology, engineering, math) learning opportunities
- Space for teens and after-school (tweens)
- Open spaces and improved building navigation that is intuitive and American Disabilities Act-compliant
- Staff area improvements to provide more efficient and ergonomic workflow, active and quiet workspace, and ancillary support space
- Outdoor space for reading and programs



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	200,000	200,000								200,000
Bonds - GO						1,520,000	9,980,000			11,500,000
Total	200,000	200,000				1,520,000	9,980,000			11,700,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction							7,968,000			7,968,000
Consulting	200,000	2,494	197,506			1,364,000				1,564,000
Equipment							441,000			441,000
Furnishings							511,000			511,000
Other Costs							187,000			187,000
Contingency						156,000	873,000			1,029,000
Total	200,000	2,494	197,506			1,520,000	9,980,000			11,700,000

Project Name: 1004468 Westonka Library Replacement	Funding Start: 2019
Major Program: Operations	Funding Completion: 2025
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	200,000			1,520,000	9,980,000			11,700,000
Administrator Proposed	200,000			1,520,000	9,980,000			11,700,000
CBTF Recommended	200,000			1,520,000	9,980,000			11,700,000
Board Approved Final	200,000			1,520,000	9,980,000			11,700,000

Scheduling Milestones (major phases only):

Scoping: 2024
 Design: 2024
 Procurement: 2024
 Construction: 2025
 Completion: 2025

Board Resolutions / Supplemental Information:

In 2021-22 the Library Department will develop a strategic master plan for all its operations and libraries across the county. The findings from the strategic planning effort will guide future planning for the New Westonka Library project.

A feasibility study for designing a net-zero library facility was conducted in 2018/2019. A net-zero building balances energy used with energy produced through on-site renewable sources such as solar panels. The study found that the Westonka Library, based on its building size and ample south-facing site, would be an ideal candidate for a new-zero facility. This project is expected to have a payback of 13 years.

The existing 8,600 GSF library will be demolished, it is 49 years old with aging infrastructure and building systems that are at end of useful life. The projected space requirement for the new library is 10,000 GSF, approximately 1,400 GSF more than the current library building. The additional space is required to properly accommodate new, modern mechanical, electrical and technology systems for the library facility, as well as sufficient staff workspace and restrooms that meet accessibility space requirements.

A community engagement process will be conducted early in the design phase to solicit input from residents, library patrons and other stakeholders

Project's Effect on County Priorities and the Operating Budget:

The energy savings building a Net Zero library compared to a new efficient library would be about \$20,000 annually. Additional operational costs estimated at \$3,000 annually will be incurred to assure that the systems perform at their peak capacity.

Being net-zero helps the county reach the Climate Action Plan goal of 45% greenhouse gas reduction by 2030 and "net zero" by 2050. Reducing the carbon footprint of Westonka Library by 83,000 pounds of carbon dioxide annually is equivalent to the emissions of 8.5 homes.

Changes from Prior CIP:

The 2022 estimate has increase \$1,040,000 over the 2021-2025 budget as escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	200,000		1,300,000	8,770,000				10,270,000
Administrator Proposed	200,000				1,325,000	9,135,000		10,660,000
CBTF Recommended	200,000				1,325,000	9,135,000		10,660,000
Board Approved Final	200,000				1,325,000	9,135,000		10,660,000

Project Name: 1004476 Sumner Library Refurbishment
Major Program: Operations
Department: Library

Funding Start: 2019
Funding Completion: 2024

Summary:

This project will selectively remodel and refurbish approximately 10,000 USF of the library (including 1,000 USF of staff space) at Sumner Library, located at 611 Van White Memorial Boulevard in Minneapolis, MN. Additionally, facility asset preservation improvements will be made to address infrastructure and building system requirements to preserve building integrity and maintain long term value as a real estate asset.

Purpose & Description:

Hennepin County Library (HCL) is committed to fulfilling our mission and vision and achieving the outcomes we set through all of our services. A key to meeting that goal is regular updates and maintenance for our buildings.

Hennepin County Library is moving toward a more equitable and responsible capital renovation strategy. Based on the capital project framework, Sumner Library falls within these parameters. In addition to updating furniture and finishes, the following changes are recommended:

- Add study rooms to main level
- Larger, more flexible teen area
- Furniture, carpet, and finishes need replacement
- Space assessment to relieve rooms that are disjointed and with little cohesion, re-layout furniture and shelving to create improved flow of movement through space
- Improve staff work room
- Update restrooms to meet accessibility requirements



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	90,000	58,962	31,038	600,000	2,825,000	2,805,000				6,320,000
Total	90,000	58,962	31,038	600,000	2,825,000	2,805,000				6,320,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction		1,157	(1,157)		2,120,000	1,734,000				3,854,000
Consulting	90,000	57,805	32,195	600,000	301,000	102,000				1,093,000
Equipment						219,000				219,000
Furnishings						458,000				458,000
Other Costs					65,000	65,000				130,000
Contingency					339,000	227,000				566,000
Total	90,000	58,962	31,038	600,000	2,825,000	2,805,000				6,320,000

Project Name: 1004476 Sumner Library Refurbishment	Funding Start: 2019
Major Program: Operations	Funding Completion: 2024
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	90,000	600,000	2,825,000	2,805,000				6,320,000
Administrator Proposed	90,000	600,000	2,825,000	2,805,000				6,320,000
CBTF Recommended	90,000	600,000	2,825,000	2,805,000				6,320,000
Board Approved Final	90,000	600,000	2,825,000	2,805,000				6,320,000

Scheduling Milestones (major phases only):

Scoping: 2019
 Design: 2022
 Procurement: 2023
 Construction: 2024
 Completion: 2025

Project's Effect on County Priorities and the Operating Budget:

Hennepin County is focused on reducing disparities. Hennepin County Libraries has analyzed the neighborhoods surrounding each of our 41 buildings and Sumner Library is located in a high priority neighborhood for County services due to disparities these communities face in education rates, income levels, English proficiency, home ownership, and employment.

Changes from Prior CIP:

The 2022 estimate has increased by \$730,000 over the 2021-2025 budget due to the proposed use of alternative procurement methods aimed at better achieving established goals for workforce and vendor inclusion, with the goal to reduce racial disparities. This increase is based on past experience with set-aside procurement attempts on other recent projects. Additionally, escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.

Board Resolutions / Supplemental Information:

This project reflects the Library/Facility Services focus on the asset as a whole and is an effort to coordinate and combine both facility preservation items and Library remodeling needs to take advantage of upgrades while the Library is closed.

The Sumner Library is an 18,263 gross square foot (GSF) two story facility situated on a 0.6 acre site, with a surface parking lot for 14 vehicles. The Sumner Library has received historic designation from the City of Minneapolis Heritage Preservation Commission and is listed on the National Register of Historic Places.

This library, built in 1915, has not seen any major remodeling or refurbishments since 2004. Approximately 10,000 USF of the library (including 1,000 USF of staff space) will undergo selective remodeling and refurbishment to support 21st century library service to patrons by reconfiguring public areas to support new and innovative services and replacement of furniture and carpet as needed. A review of the staff support spaces will be conducted in order to optimize space layouts for efficiency gains in alignment with current operating procedures.

A Facility Assessment was conducted in 2019 to confirm requirements for infrastructure and building system improvements. Major scope items include: exterior building envelope (partial roof replacement, door and window replacement, masonry wall repairs); exterior site (site drainage/stormwater diversion, pavement repairs, landscape, parking lot sealcoat), code related (accessibility compliance, new fire sprinkler system, fire alarm); interior (finish repairs/replacement, elevator upgrade); lighting control upgrades for energy improvement; technology (IT/security system updates); environmental (abatement).

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	90,000		450,000	1,140,000	3,910,000			5,590,000
Administrator Proposed	90,000		450,000	1,140,000	3,910,000			5,590,000
CBTF Recommended	90,000			450,000	1,140,000	3,910,000		5,590,000
Board Approved Final	90,000		450,000	1,140,000	3,910,000			5,590,000

Project Name: 1004464 Linden Hills Library Refurbishment
Major Program: Operations
Department: Library

Funding Start: 2023
Funding Completion: 2025

Summary:

This project will remodel and refurbish approximately 5,700 USF of the library (including 749 USF of staff space) of the Linden Hills Library, located at 2900 W. 43rd Street in Minneapolis, MN. Additionally, facility asset preservation improvements will also be made to address infrastructure and building system requirements to preserve building integrity and maintain long term value as a real-estate asset.

Purpose & Description:

Hennepin County Library (HCL) is committed to fulfilling our mission and vision and achieving the outcomes we set through all of our services. A key to meeting that goal is regular updates and maintenance for our buildings.

Hennepin County Library is moving toward a more equitable and responsible capital renovation strategy. Based on the capital project framework, Linden Hills Library falls within these parameters. In addition to updating furniture and finishes, the following changes are recommended:

- Light update to public spaces to improve efficiencies and address accessibility
- Preserve historic features whenever possible
- Improve staff areas, minimize and enhance service points



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO					150,000	550,000	2,505,000			3,205,000
Total					150,000	550,000	2,505,000			3,205,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction							1,837,000			1,837,000
Consulting					122,000	479,000				601,000
Equipment							89,000			89,000
Furnishings							315,000			315,000
Other Costs						21,000	82,000			103,000
Contingency					28,000	50,000	182,000			260,000
Total					150,000	550,000	2,505,000			3,205,000

Project Name: 1004464 Linden Hills Library Refurbishment	Funding Start: 2023
Major Program: Operations	Funding Completion: 2025
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		150,000	550,000	2,505,000				3,205,000
Administrator Proposed			150,000	550,000	2,505,000			3,205,000
CBTF Recommended			150,000	550,000	2,505,000			3,205,000
Board Approved Final			150,000	550,000	2,505,000			3,205,000

Scheduling Milestones (major phases only):

Scoping: 2023
 Design: 2024
 Procurement: 2025
 Construction: 2025
 Completion: 2026

Project's Effect on County Priorities and the Operating Budget:

There is potential energy and maintenance cost savings for Facilities Services depending on final lighting design.

Changes from Prior CIP:

The 2022 estimate has increase \$235,000 over the 2021-2025 budget as escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.

Board Resolutions / Supplemental Information:

In 2021-22 the Library Department will develop a strategic master plan for all its operations and libraries across the county. The findings from the strategic planning effort will guide future planning for the Linden Hills Library Refurbishment project.

This project reflects the Library/Facility Services focus on the asset as a whole and is an effort to coordinate and combine both facility preservation items and Library remodeling needs to take advantage of upgrades while the Library is closed.

The Linden Hills Library is an 8,290 gross square foot (GSF) two story facility situated on a 0.31 acre site. There is no on-site parking at this site. The Linden Hills Library has received historic designation from the City of Minneapolis Heritage Preservation Commission and is listed on the National Register of Historic Places.

Approximately 5,700 USF of the library (including 749 USF of staff space) will undergo selective remodeling and refurbishment to lightly update the current library space and make it more efficient and patron friendly. A review of the staff support spaces will be conducted in order to optimize space layouts for efficiency gains in alignment with current operating procedures.

Preliminary staff assessment of the facility indicates there are infrastructure and building system improvements needed to preserve building integrity and longevity including: exterior building shell (masonry tuck-pointing, window repairs); exterior site improvements (storm water management, pavement repairs, landscape), lighting upgrades for energy improvements; interior improvements (flooring and finishes replacement); technology system upgrades (IT/security). Improvements needed to address code compliance, energy code, and environmental and safety requirements will also be incorporated into the full project scope. A full facility assessment for the library will be conducted in 2021.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			140,000	665,000	2,165,000			2,970,000
Administrator Proposed			140,000	665,000	2,165,000			2,970,000
CBTF Recommended				140,000	665,000	2,165,000		2,970,000
Board Approved Final			140,000	665,000	2,165,000			2,970,000

Project Name: 1006387 Augsburg Park Library Asset Protection
Major Program: Operations
Department: Library

Funding Start: 2023
Funding Completion: 2024

Summary:

This project will implement improvements and repairs to address critical infrastructure and preservation issues at the Augsburg Park Library to ensure long-term integrity and functionality of the facility asset.

Purpose & Description:

The Augsburg Park Library, located at 7100 Nicollet Avenue S in Richfield, MN, is a single story, 15,040 gross square foot building (including a small lower level utility room). Constructed in 1975, the building is situated on a 4 acre site with a surface lot for 83 vehicles.

The Augsburg Park Library has served the community for over 40 years. The library's interior public spaces were remodeled and updated in 2013, providing much needed improvements to library services.

A recent assessment has identified the following exterior infrastructure components that are deteriorating due to age and/or moisture intrusion:

- Window replacement
- Parking lot replacement/reconstruction
- Site storm water drainage modifications
- Exterior pavement replacement
- Exterior lighting replacement
- Exterior egress walkway improvements to meet building code
- Landscape improvements, including tree replacement

This project will make necessary repairs and upgrades to address these infrastructure and preservation needs.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO					545,000	1,630,000				2,175,000
Total					545,000	1,630,000				2,175,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction					304,000	907,000				1,211,000
Consulting					122,000	364,000				486,000
Equipment					16,000	46,000				62,000
Contingency					103,000	313,000				416,000
Total					545,000	1,630,000				2,175,000

Project Name: 1006387 Augsburg Park Library Asset Protection	Funding Start: 2023
Major Program: Operations	Funding Completion: 2024
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested			545,000	1,630,000				2,175,000
Administrator Proposed			545,000	1,630,000				2,175,000
CBTF Recommended			545,000	1,630,000				2,175,000
Board Approved Final			545,000	1,630,000				2,175,000

<p>Scheduling Milestones (major phases only):</p> <p>In 2021, some in-depth assessment of the building will begin. Mainly focusing on the building envelope and site water management. These assessments will aid in the upcoming asset preservation work scheduled for 2024.</p> <p>Scoping: 2023 Design: 2023 Procurement: 2024 Construction: 2024 Completion: 2024</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>There is potential energy cost savings for Facilities Services depending on final exterior lighting design.</p> <hr/> <p>Changes from Prior CIP:</p> <p>The 2022 estimate has increased \$125,000 over the 2021-2025 budget as escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>It is planned that the library will be closed during construction (approximately 4-5 months).</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested				505,000	1,545,000			2,050,000
Administrator Proposed				505,000	1,545,000			2,050,000
CBTF Recommended				505,000	1,545,000			2,050,000
Board Approved Final				505,000	1,545,000			2,050,000

Project Name: 1001788 Brookdale Library Refurbishment
Major Program: Operations
Department: Library

Funding Start: 2017
Funding Completion: Beyond 2026

Summary:

This project will selectively remodel and refurbish approximately 57,000 USF (including 13,000 USF of staff space) of the Brookdale Library, located at 6125 Shingle Creek Parkway in Brooklyn Center, MN. Additionally, facility asset preservation improvements will be made to address infrastructure and building system requirements to preserve building integrity and maintain long term value as a real-estate asset.

Purpose & Description:

Hennepin County Library (HCL) is committed to fulfilling our mission and vision and achieving the outcomes we set through all of our services. A key to meeting that goal is regular updates and maintenance for our buildings.

The Brookdale Library currently needs the following updates to support the four evaluation criteria outlined in the framework for capital projects:

- Conduct space assessment to evaluate how space is used and make changes to support patrons;
- Improve entry to make it more inviting and intuitive. Reduce number of service desks;
- Replace high shelving to improve sightlines;
- Update children's area and remove larger elements;
- Replace AMH;
- Evaluate staff space for efficiencies;
- Replace furniture, carpet, and finishes



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	115,000		115,000				520,000	810,000	14,165,000	15,610,000
Total	115,000		115,000				520,000	810,000	14,165,000	15,610,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction									6,879,000	6,879,000
Consulting	80,000		80,000				444,000	736,000	296,000	1,556,000
Equipment									2,214,000	2,214,000
Furnishings									2,781,000	2,781,000
Other Costs									627,000	627,000
Contingency	35,000		35,000				76,000	74,000	1,368,000	1,553,000
Total	115,000		115,000				520,000	810,000	14,165,000	15,610,000

Project Name: 1001788 Brookdale Library Refurbishment	Funding Start: 2017
Major Program: Operations	Funding Completion: Beyond 2026
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	115,000				520,000	810,000	14,165,000	15,610,000
Administrator Proposed	115,000				520,000	810,000	14,165,000	15,610,000
CBTF Recommended	115,000				520,000	810,000	14,165,000	15,610,000
Board Approved Final	115,000				520,000	810,000	14,165,000	15,610,000

Scheduling Milestones (major phases only):

Scoping: 2024
 Design: 2025
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Project's Effect on County Priorities and the Operating Budget:

Hennepin County is focused on reducing disparities. Hennepin County Libraries has analyzed the neighborhoods surrounding each of our 41 buildings and Brookdale Library is located in a high priority neighborhood for County services due to disparities these communities face in education rates, income levels, English proficiency, home ownership, and employment.

Changes from Prior CIP:

The 2022 estimate has increased by \$835,000 over the 2021-2025 budget as escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.

Board Resolutions / Supplemental Information:

In 2021-22 the Library Department will develop a strategic master plan for all its operations and libraries across the county. The findings from the strategic planning effort will guide future planning for the Brookdale Library Refurbishment project.

This project reflects the Library/Facility Services focus on the asset as a whole and is an effort to coordinate and combine facility preservation items and Library remodeling needs to take advantage of upgrades while the Library is closed.

The Brookdale Regional Center is a 130,000 GSF single story facility situated on a 10 acre site with a surface lot for 508 vehicles. It is comprised of the Library, with 57,000 USF as well as other major public service components that include a Taxpayer Services service center, Community Corrections & Rehabilitation probation office and District Court.

This Library was renovated and expanded in 2004, as part of the larger Brookdale Regional Center Remodeling project. The Library has not seen any major remodeling or refurbishments since that time. Approx. 57,000 USF of the library (including 13,000 USF of staff space) will undergo selective remodeling and refurbishment to update the current library space and make it more efficient and patron friendly.

A facility assessment of the Library will be conducted to identify infrastructure and building system improvements needed to preserve building integrity and longevity. These improvements may include: repairs and updates to HVAC, and electrical systems; lighting upgrades for energy improvements; exterior building shell repairs; exterior site improvements (paving surfaces, grounds and landscape, lighting, site drainage), and technology system upgrades (IT/data and security systems). Improvements needed to address code compliance, energy code, and environmental and safety requirements will also be incorporated into the full project scope.

This is an order of magnitude estimate based on a high-level project scoping effort. Costs may be revised upon completion of a more detailed facility assessment study.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	115,000				565,000	425,000	13,670,000	14,775,000
Administrator Proposed	115,000				565,000	425,000	13,670,000	14,775,000
CBTF Recommended	115,000				565,000	425,000	13,670,000	14,775,000
Board Approved Final	115,000				565,000	425,000	13,670,000	14,775,000

Project Name: 1004444 Central Library Program/Asset Master Plan
Major Program: Operations
Department: Library

Funding Start: 2023
Funding Completion: 2023

Summary:

This project will provide for a comprehensive study and programming effort to assess and evaluate current library public and staff space and identify areas of improvements needed to support 21st century service to patrons at the Minneapolis Central Library. Located at 300 Nicollet Mall in Minneapolis, the Minneapolis Central Library is a 539,490 gross square foot (GSF) multi-level facility that opened in 2006.

Purpose & Description:

Hennepin County Library (HCL) is committed to fulfilling our mission and vision and achieving the outcomes we set through all of our services. A key to meeting that goal is regular updates and maintenance for our buildings.

Hennepin County Library is moving toward a more equitable and responsible capital renovation strategy. Based on the new capital project framework, Minneapolis Central Library falls within these parameters. Located at 300 Nicollet Mall in Minneapolis, the Minneapolis Central Library is a 539,490 gross square foot (GSF) multi-level facility that opened in 2006. This downtown Minneapolis library is open 7 days a week and experiences extremely high levels of patron use.

The project scope will include an in-depth space programming effort to understand current library services, identify areas in need of improvements, and develop a preliminary implementation plan for future remodeling and refurbishment work at the Minneapolis Central Library. The study will include developing options for reconfiguring public areas to support new and innovative services, improving access and space efficiencies, and a condition assessment of furniture, equipment and finishes.

Additionally, the study will conduct a facility assessment for the building to assess infrastructure and/or building system improvements that may be required to preserve the building, reduce building energy usage, upgrade technology systems, and address safety and code compliance needs.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax					500,000					500,000
Total					500,000					500,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting					500,000					500,000
Total					500,000					500,000

Project Name: 1004444 Central Library Program/Asset Master Plan	Funding Start: 2023
Major Program: Operations	Funding Completion: 2023
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested			500,000					500,000
Administrator Proposed			500,000					500,000
CBTF Recommended			500,000					500,000
Board Approved Final			500,000					500,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2023 Design: TBD Procurement: TBD Construction: TBD Completion: TBD</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <hr/> <p>Changes from Prior CIP:</p> <p>No changes.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>In 2021-22 the Library Department will develop a strategic master plan for all its operations and libraries across the county. The findings from the strategic planning effort will guide future planning for the Central Library master plan study.</p> <p>The Minneapolis Central Library, located at 300 Nicollet Mall in Minneapolis is a 539,490 gross square foot (GSF) multi-story facility situated on a 2.47 acre site. The facility includes 5 levels plus a 5th floor mezzanine level, and 2 levels of below grade parking that can accommodate 264 vehicles. Built in 2006, Minneapolis Central Library is open 7 days a week and experiences extremely high levels of patron use.</p> <p>This project is an in-depth library programming and scoping effort to assess and evaluate current library public and staff areas and to identify areas of improvement needed to support 21st century library service to patrons. The study will develop options and preliminary stacking plans for reconfiguring public areas to support new and innovative services, improving access and space efficiencies, and a condition assessment of furniture, equipment and finishes. A review of the staff support spaces will be conducted in order to optimize space layouts for efficiency gains in alignment with current operating procedures. The study will include developing a preliminary implementation plan for required remodeling and refurbishment work.</p> <p>Additionally, the implementation plan will conduct a facility assessment of the building to assess infrastructure and/or building system improvements that may be required to preserve the building, reduce energy usage, upgrade technology systems (IT/data/security), and address safety and code compliance needs.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			500,000					500,000
Administrator Proposed			500,000					500,000
CBTF Recommended			500,000					500,000
Board Approved Final			500,000					500,000

Project Name: 1005259 New Southdale Library
Major Program: Operations
Department: Library

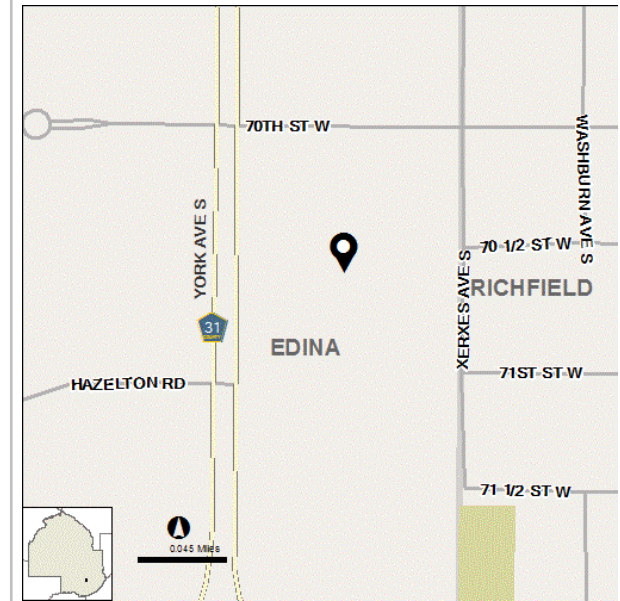
Funding Start: 2018
Funding Completion:

Summary:

This project will relocate or replace the existing Hennepin County Southdale Library.

Purpose & Description:

Built in 1972, the current Southdale Library has served the residents of Edina, Bloomington, Richfield and Minneapolis for almost five decades with its extensive collections, meeting spaces and community responsive programming. In 2015, due to the age of the facility and projected cost, the county determined that renovations to the nearly 50 year-old facility would not be prudent. As a result, Hennepin County developed a strategy to relocate the public service functions housed at the Southdale Regional Center. The Resident & Real Estate Service Center was relocated to the Southdale Center in 2016. District court functions were relocated to other county facilities in early 2019. This project will relocate or replace the library.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	200,000	200,000								200,000
Bonds - GO	10,400,000	6,258	10,393,742							10,400,000
Total	10,600,000	206,258	10,393,742							10,600,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	3,590,000		3,590,000							3,590,000
Consulting	5,845,000	206,258	5,638,742							5,845,000
Other Costs	454,000		454,000							454,000
Contingency	711,000		711,000							711,000
Total	10,600,000	206,258	10,393,742							10,600,000

Project Name: 1005259 New Southdale Library	Funding Start: 2018
Major Program: Operations	Funding Completion:
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	10,600,000							10,600,000
Administrator Proposed	10,600,000							10,600,000
CBTF Recommended	10,600,000							10,600,000
Board Approved Final	10,600,000							10,600,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: TBD Design: TBD Procurement: TBD Construction: TBD Completion: TBD</p>	<p>Board Resolutions / Supplemental Information:</p> <p>In 2021-22 the Library Department will develop a strategic master plan for all its operations and libraries across the county. The findings from the strategic planning effort will guide future planning for the New Southdale Library project.</p> <p>In 2016, Resolution 16-0366 approved a Cooperative Agreement with the Edina Housing and Redevelopment Authority (HRA) to provide community engagement and certain planning services for the redevelopment of the current library site.</p> <p>In 2016-2017 the HRA held four public meetings attended by over 150 residents and held 13 focus groups with residents and Hennepin County, Richfield, and Edina staff. In 2018 additional community engagement was conducted to discuss future library programming and to gather feedback about priorities for the new library. Two public open houses were held in May/June 2019 to update residents and stakeholders about the library's proposed relocation to the Southdale Center. Additional opportunities for input will occur as the library design process continues.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p>	
<p>Changes from Prior CIP:</p> <p>All future funding for this project has been removed due to the uncertainty of the project's scope in future years due to potential impacts from the COVID-19 pandemic.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	10,600,000		27,775,000					38,375,000
Administrator Proposed	10,600,000							10,600,000
CBTF Recommended	10,600,000							10,600,000
Board Approved Final	10,600,000							10,600,000

Project Name: 1006395 Environmental Health & Safety 2021 - 2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Summary:

This project addresses environmental remediation and safety compliance issues involving county facilities. Projects will address such diverse concerns as storm water management, drinking water quality, radon, lead paint abatement, indoor air quality, fluorescent lamp recycling, asbestos remediation, hazardous waste disposal and other emerging environmental concerns.

Purpose & Description:

Hennepin County has staff at over 80 owned facilities and more than 30 leased facilities to deliver its services and programs. Those facilities must remain in a safe, healthful condition, in accordance with current laws, regulations and standards to protect county staff and the public and demonstrate good environmental stewardship to the greater community.

Primary regulatory agencies of the county are the US Environmental Protection Agency, Minnesota Department of Labor and Industry (Occupational Safety and Health Administration - OSHA), Minnesota Department of Health and the Minnesota Pollution Control Agency (MPCA).

Regulatory requirements for pre-renovation and demolition building material surveys are in force. The MPCA has passed rules requiring an inventory of all hazardous materials prior to any renovation or demolition work taking place.

This project is a cost-conscious, and responsive approach for the county to comply with the wide variety of mandates issued by regulatory agencies and non-regulatory best practices. Completion of this work will also result in reductions in both county liability and potential risks to employee health and the environment.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	500,000	500,000		250,000	500,000	500,000	500,000			2,250,000
Bonds - GO				250,000						250,000
Total	500,000	500,000		500,000	500,000	500,000	500,000			2,500,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	275,000	142,219	132,781	275,000	275,000	275,000	275,000			1,375,000
Consulting	150,000	133,863	16,137	150,000	150,000	150,000	150,000			750,000
Other Costs		6,418	(6,418)							
Contingency	75,000		75,000	75,000	75,000	75,000	75,000			375,000
Total	500,000	282,500	217,500	500,000	500,000	500,000	500,000			2,500,000

Project Name: 1006395 Environmental Health & Safety 2021 - 2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	500,000	500,000	500,000	500,000	500,000			2,500,000
Administrator Proposed	500,000	500,000	500,000	500,000	500,000			2,500,000
CBTF Recommended	500,000	500,000	500,000	500,000	500,000			2,500,000
Board Approved Final	500,000	500,000	500,000	500,000	500,000			2,500,000

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:

Potential reductions in: county liability, risks to employee health, health costs attributable to problems in the workplace environment, and state and federal fines. However, such reductions are difficult to estimate.

Impacts are significant as we ensure that the county acts as environmental stewards and seeks to manage wastes responsibly. When issues are identified, we respond with resources to protect the environment, employees and clients we serve. Additionally, this project allows us to avoid costly fines and penalties from regulatory agencies and manage environmental risks for the county's building footprint.

Changes from Prior CIP:

No changes.

Board Resolutions / Supplemental Information:

- Planned work for 2022:**
- \$140,000 Asbestos Remediation
 - 30,000 Mold / Water Damage Remediation
 - 65,000 Safety Equipment/Services (including ergonomics)
 - 50,000 Training and E-Learning Development
 - 50,000 Drinking Water Quality
 - 10,000 Refrigerant Safety Equipment
 - 10,000 Special Cleaning/Disinfection
 - 20,000 Lead & Hazardous Materials Remediation
 - 25,000 Underground storage tank management
 - 55,000 Environmental (including stormwater management)
 - 20,000 Industrial Hygiene Equipment
 - 25,000 Indoor Air Quality
- \$500,000 2022 TOTAL**

NOTE: Staff support keeping an available funding balance of \$350,000 to cover unanticipated asbestos, mold, lead remediation and other environmental issues.

Also included in the project scope is the purchase or rental of testing and monitoring equipment, as needed. This project will also handle safety projects that address regulatory compliance or reduce the risk and liability of worker injury or illness. In order to meet these requirements, a safety professional or industrial hygienist will need to provide a study with recommendations. This study may be developed internally or externally. Lastly, this project will assist with underground and above ground storage tank compliance. Work will be done in compliance with MPCA regulations.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		500,000	500,000	500,000	500,000	500,000		2,500,000
Administrator Proposed		500,000	500,000	500,000	500,000	500,000		2,500,000
CBTF Recommended		500,000	500,000	500,000	500,000	500,000		2,500,000
Board Approved Final		500,000	500,000	500,000	500,000	500,000		2,500,000

Project Name: 1008701 Climate Action Plan Facility Implementation
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2026

Summary:

This project supports initiatives aimed at meeting the goals of the county's Climate Action Plan throughout county facilities.

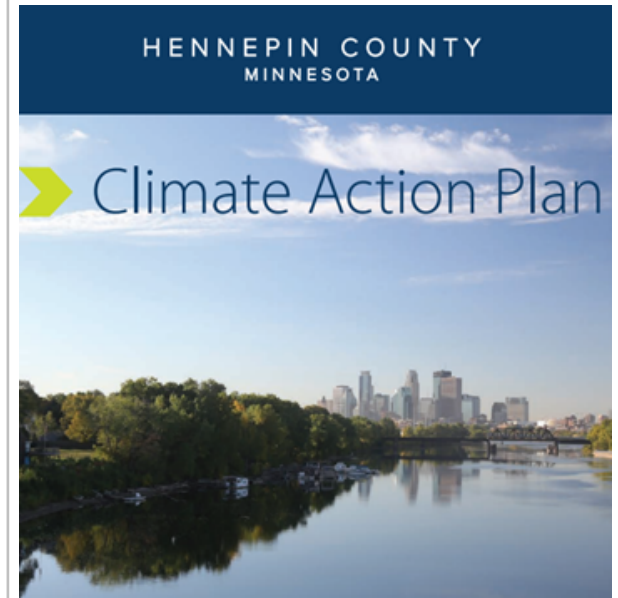
Purpose & Description:

The Climate Action Plan, adopted by the County Board in May 2021, made it clear that climate initiatives are a priority for the county to help preserve the environment and make healthier communities for generations to come.

The newly adopted Climate Action Plan has several key strategies to make county facilities more sustainable and resilient to the changes in the climate. Some of the key areas of focus for county facilities include carbon reduction strategies, building electrification, renewable energy, water management, sustainable landscaping, climate resiliency and electric vehicle infrastructure.

The main objective for this project request is to help reduce the impact on climate change by making county buildings sustainable and resilient for the future in alignment with the Climate Action Plan. Initial efforts include evaluating the current status of the county's facilities, identifying and prioritizing initiatives and implementing identified projects.

- Create strategic plan to identify energy efficiency and conservation measures that are needed to meet long term carbon reduction goals
- Study to evaluate strategies and prioritization for electrifying county buildings and decarbonizing the Hennepin County Energy Center (HCEC)
- Evaluation of potential solar and energy storage on county owned buildings and land
- Review and implementation of water management and sustainable landscaping at county buildings identifying improvements/opportunities including expanding green infrastructure
- Assess the county's buildings for climate resiliency focusing on flooding, freeze/thaw cycles, extreme heat, soil erosion and infrastructure reliability
- Create a plan to incorporate electric vehicle infrastructure into Facility Services projects
- Internal evaluation of the Climate Action Plan strategies will begin in 2021 and any action items that can be incorporated in 2021 and 2022 existing projects will be made a priority.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax				250,000						250,000
Bonds - GO				1,750,000	4,000,000	5,000,000	5,000,000	7,000,000		22,750,000
Total				2,000,000	4,000,000	5,000,000	5,000,000	7,000,000		23,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting		24,880	(24,880)	500,000						500,000
Contingency				1,500,000	4,000,000	5,000,000	5,000,000	7,000,000		22,500,000
Total		24,880	(24,880)	2,000,000	4,000,000	5,000,000	5,000,000	7,000,000		23,000,000

Project Name: 1008701 Climate Action Plan Facility Implementation	Funding Start: 2022
Major Program: Operations	Funding Completion: 2026
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		2,000,000	4,000,000	5,000,000	5,000,000	7,000,000		23,000,000
Administrator Proposed		2,000,000	4,000,000	5,000,000	5,000,000	7,000,000		23,000,000
CBTF Recommended		2,000,000	4,000,000	5,000,000	5,000,000	7,000,000		23,000,000
Board Approved Final		2,000,000	4,000,000	5,000,000	5,000,000	7,000,000		23,000,000

Scheduling Milestones (major phases only):

In order to identify solutions and prioritize these efforts, several studies are planned for the first year of this project with implementation in the following years. Over the course of 2021, it is anticipated that several projects will be identified for implementation in 2022 and this funding would be used for those projects.

2022 Key Priorities:

1. Strategic plans around energy, electrification, renewable energy, energy storage, water management, sustainable landscaping, building resiliency, electric vehicle infrastructure. (\$1,000,000)
2. Implementation of water management and sustainable landscaping strategies. (\$1,000,000)

Project's Effect on County Priorities and the Operating Budget:

It is anticipated that by adding additional sustainability and resiliency features to county facilities that there will be additional costs associated with the operations and maintenance. In contrast, making county facilities more resilient and sustainable will reduce the impacts of future climate events and emergency repairs.

Changes from Prior CIP:

This is a new request. This project supports initiatives aimed at meeting the goals of the county's Climate Action Plan throughout county facilities.

Board Resolutions / Supplemental Information:

RESOLUTION 21-0111 (May 5, 2021): Adoption of the 2021 Hennepin County Action Plan and county commitment to reduce greenhouse gas emissions by 45% from 2010 levels by 2030 and achieve "net zero" emissions by 2050 in Hennepin County operations and geographically.

Energy projects with paybacks under the 15-year threshold will be funded under project #1006396 Countywide Energy Conservation 2021-2025. Energy projects such as building electrification would most likely be funded under this project as the payback is typically longer than 15 years but will be necessary to meet the county's Climate Action Goals.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1000874 Government Center Infrastructure Preservation
Major Program: Operations
Department: Facility Services

Funding Start: 2013
Funding Completion: 2023

Summary:

The Hennepin County Government Center opened in 1975 and is located at 300 South 6th Street in Minneapolis, MN. The Government Center is comprised of two 23-story towers supported on a 6-story base building. The total area of the building is some 1,501,954 gross square feet. This project will provide for the planning and major asset rehabilitation work that is needed at the Government Center.

Purpose & Description:

This project is a compilation of major asset rehabilitation needs pertaining directly to the Government Center. It does not represent all facility preservation deficiencies of the facility. The purpose of this project is to provide and extend structural, mechanical and operational functionalities of a 45 year-old facility by upgrading and/or replacing necessary components.

Justifications range from preventing operational failures, to protecting the comfort and safety of facility occupants and making sure that the public can move efficiently and conduct business comfortably throughout the building. Deferment of the physical needs of the building will result in emergency repairs, increased costs and unplanned downtime of building operations.

During 2013 and 2014, comprehensive studies were conducted in order to update and reprioritize the rehabilitation master plan. The work plan, priorities and associated costs have been revised to reflect the information learned by these studies. This project will replace major outdated equipment, restore the functionality of building surfaces and equipment systems in an effort to extend viability of the facility for years to come.

Many of the major systems components are original to the construction of the building and are in need of rejuvenation or major repair. The exterior shell, consisting of granite panels and aluminum window units, has been subjected to seasonal weather for forty years and possible resulting damage, sealant failure and leakage. Infrastructure systems including piping systems and HVAC components date to original construction and have surpassed their expected life.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	35,920,000	24,197,363	11,722,637	5,450,000	5,500,000					46,870,000
Other		19,310	(19,310)							
Total	35,920,000	24,216,673	11,703,327	5,450,000	5,500,000					46,870,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	31,866,000	21,033,536	10,832,464	4,156,000	4,820,000					40,842,000
Consulting	2,125,000	3,958,249	(1,833,249)	443,000	241,000					2,809,000
Equipment		82,497	(82,497)							
Furnishings		17,019	(17,019)							
Other Costs		114,053	(114,053)							
Contingency	1,929,000		1,929,000	851,000	439,000					3,219,000
Total	35,920,000	25,205,355	10,714,645	5,450,000	5,500,000					46,870,000

Project Name: 1000874 Government Center Infrastructure Preservation	Funding Start: 2013
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	35,920,000	5,450,000	5,500,000					46,870,000
Administrator Proposed	35,920,000	5,450,000	5,500,000					46,870,000
CBTF Recommended	35,920,000	5,450,000	5,500,000					46,870,000
Board Approved Final	35,920,000	5,450,000	5,500,000					46,870,000

Scheduling Milestones (major phases only):

2021 Planned Activities include:

- Structural modifications in garage, ramp and dock area;
- D-Level parking;
- D-Level piping under mechanical slab;
- Replace domestic water heaters; and
- Abatement
- Electrical Distribution Panels

2022 Planned Activities include:

- Abatement to lower levels under 6th street
- Roof replacement
- Replace asbestos core doors
- Consulting for Windows/Exterior Envelope Studies

Project's Effect on County Priorities and the Operating Budget:

Effects on the operating budget cannot be quantified, but reductions to the future operational repair expenses are expected.

Changes from Prior CIP:

The 2022 estimate has decreased by \$6,440,000 from the 2021-2025 budget as the HVAC rehabilitation work (\$11.75) has been moved to its own separate capital project. Additionally, other costs increased for this project that include hazardous material abatement (\$1.74m), window replacement (\$780k) and parking ramp repairs (\$790k) and increased escalation costs, extended procurement times and labor (\$2m).

Board Resolutions / Supplemental Information:

Major Project Categories: Exterior building surface replacements (tuckpointing, granite panels, window systems, skylights); doorways and entry replacements (revolving doors, window walls); piping system replacements (storm water, domestic water supply, sanitary sewer); life safety systems (fire pump and controls replacements).

In addition to the preservation categories above, this project has replaced old ceiling hidden spline systems and will continue to replace areas. The tiles are original to the building and are deteriorating and will be replaced. The electrical room updates have been scheduled to be done after Downtown Master planning work.

The list of individual rehabilitation projects was originally estimated by Faithful and Gould and updated by Facility Services. The estimated amounts provided include costs for general conditions, contractor mark-ups and contingencies. In 2019, the project list was prioritized over a five year period by the on-site Facilities Management staff according to their knowledge of the facility.

Note:
C-Tower piping replacement/accessibility modifications to bathrooms work was initially included in District Court's Digital Evidence Technology (1006378) project, however due to the need to address other C-Tower plumbing work that will occur before project #1006378 would be able to touch those restrooms, this restroom work has been removed from project #1006378 and included in this capital project.

To date, some of the major projects completed include:

- North Plaza Fountain \$1,400,000
- Plaza Level vestibules \$1,300,000
- A-Tower Public Toilet Room Mods \$2,500,000
- B-Level Staff Locker Rooms & Public Restrooms \$ 850,000
- A-Level Staff locker Rooms \$1,100,000
- A-Level Restrooms \$1,100,000
- HCGC Elevator Project (Consulting) \$1,200,000
- HCGC HVAC Rehabilitation (Consulting) \$1,000,000
- C-Tower piping repair/restroom update \$5,500,000
- B & C-Level parking (approximately) \$1,000,000
- Other smaller projects \$7,000,000

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	29,310,000	6,610,000	8,910,000	8,480,000				53,310,000
Administrator Proposed	29,310,000	6,610,000	8,910,000	8,480,000				53,310,000
CBTF Recommended	29,310,000	6,610,000	8,910,000	8,480,000				53,310,000
Board Approved Final	29,310,000	6,610,000	8,910,000	8,480,000				53,310,000

Project Name: 1008794 Government Center HVAC Rehabilitation
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2025

Summary:

This project will upgrade aging Heating, Ventilation and Air Conditioning (HVAC) and electrical infrastructure that has been in continuous service in the Government Center since the building opened in 1974. Additionally, the project implements Energy Conservation Opportunities identified in a Recommissioning Study completed in 2018.

Purpose & Description:

HVAC systems serving the Government Center has been in continuous operation since 1974. This project replaces and upgrades aging components of those systems while maintaining uninterrupted service to the building. This project will also address indoor air quality (including protection against airborne viruses like COVID-19) with improved filtration and other enhancements that improve air quality. Additionally, the project implements energy savings measures identified in a Recommissioning Study performed in 2018. These energy savings measures typically have simple paybacks from one to five years, and energy conservation justifies about half of the total expenditure and helps the county achieve its climate change goals.

This proejct will rehabilitate 27 air handling units the serve the entire building which will permit continued operation for another 40-50 years. New air handling systems will provide a higher level of redundancy that the current systems do not provide. Control system upgrades will enhance energy savings, including more precise control of outdoor air supply and building pressurization. Aging electrical distribution equipment powering the air handling systems will be replaced and upgraded.

In short, this project provides:

- 40-50 years life for HVAC equipment
- New supply and return fans, new fan housings, new heating and cooling coils as needed
- Improved control, redundancy and efficiency of fans
- Replacement of aging electrical infrastructure including motor control centers
- Asbestos abatement
- Planned energy reduction of about \$800,000 a year



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				7,000,000	7,000,000	8,000,000	1,000,000			23,000,000
Total				7,000,000	7,000,000	8,000,000	1,000,000			23,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				7,000,000	7,000,000	8,000,000	1,000,000			23,000,000
Total				7,000,000	7,000,000	8,000,000	1,000,000			23,000,000

Project Name: 1008794 Government Center HVAC Rehabilitation	Funding Start: 2022
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		7,000,000	7,000,000	8,000,000	1,000,000			23,000,000
Administrator Proposed		7,000,000	7,000,000	8,000,000	1,000,000			23,000,000
CBTF Recommended		7,000,000	7,000,000	8,000,000	1,000,000			23,000,000
Board Approved Final		7,000,000	7,000,000	8,000,000	1,000,000			23,000,000

Scheduling Milestones (major phases only):

Design (thru DD): Q1 2020 - Q2 2021
 Complete Design: Q1 2021 - Q2 2022
 Procurement: Q2 2022 - Q3 2022
 Construction: Q3 2022 - Q4 2024
 Completion/Commissioning: Q4 2024 - Q3 2025

Project's Effect on County Priorities and the Operating Budget:

It is expected that this project will reduce operating costs by about \$800,000 a year, helping the County meet climate change goals.

Changes from Prior CIP:

This is a new request. This estimate shows the order of magnitude costs for this work and it is likely that the estimate will be further refined as the project progresses. Additionally, as the pandemic subsides, material and equipment costs as well as availability of these items, may have a large impact on the overall cost and schedule of this project. This project will upgrade aging HVAC and electrical infrastructure that has been in continuous service in the Government Center since the building opened in 1974. Additionally, the project implements energy conservation opportunities identified in a Recommissioning Study completed in 2018.

Board Resolutions / Supplemental Information:

Additional background information:

- The Government Center Infrastructure Preservation project (#1000874) used a placeholder amount of \$11m for the HVAC Rehabilitation subproject pending a study. The study was to determine extent of HVAC air handler and cooling coil replacements needed and was limited to fans, bearings, chilled water coils, heating coils and other integral components on the Government Center fan units.
- However, the study, done in 2014, was much wider in scope and included plumbing and other infrastructure upgrades and was not focused entirely on the HVAC components.
- Additionally, a more recent recommissioning study done in 2019 presented an opportunity to comprehensively upgrade the HVAC system, including air handling units, to provide for an expected overall 40-year life cycle.
- In the 2021-2025 Government Center Infrastructure Preservation (#1000874) capital request included funds for HVAC Rehabilitation. In early 2021, it was decided to initiate a separate capital request for this HVAC work.
- The HCGC Infrastructure Preservation project will be reduced by \$11.75m.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1006396 Countywide Energy Conservation 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Summary:

This project supports energy conservation initiatives aim to reduce energy use in county facilities.

Purpose & Description:

Hennepin County Facility Services expends over \$10 million annually on energy and water to manage over 6 million square feet of space in over 80 facilities. This project will fund various energy conservation initiatives, water conservation opportunities and energy costs reduction strategies.

With utility costs increasing annually, it is imperative that the county focus efforts to reduce the effects of the volatile energy market. As technologies improve and become more cost effective, there will be greater opportunities to update the county's buildings to be more energy and water efficient. Energy reduction is a key component in reducing the county's carbon emissions to net zero by 2050 and meeting the county's Climate Action Plan goals.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	1,500,000		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000			9,500,000
Total	1,500,000		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000			9,500,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	1,350,000		1,350,000	1,800,000	1,800,000	1,800,000	1,800,000			8,550,000
Consulting	75,000		75,000	100,000	100,000	100,000	100,000			475,000
Contingency	75,000		75,000	100,000	100,000	100,000	100,000			475,000
Total	1,500,000		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000			9,500,000

Project Name: 1006396 Countywide Energy Conservation 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000			9,500,000
Administrator Proposed	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000			9,500,000
CBTF Recommended	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000			9,500,000
Board Approved Final	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000			9,500,000

Scheduling Milestones (major phases only):

Workplan for 2021 (\$1,780,000):

- Recommissioning at Central Library, 1800 Chicago, Brookdale Regional Center, Pierre Bottineau Library, (\$350,000)
- Medina boiler controls and improvements (\$100,000)
- Lighting upgrades at ACF (\$100,000), HERC Administration (\$40,000), Forencis Science Building (\$100,000) & NorthPoint (\$830,000)
- Other small projects (\$260,000)

Project's Effect on County Priorities and the Operating Budget:

It is anticipated that the improvements made in this project will contribute to a cost savings of approximately \$300,000 for the Facility Services Operating budget. Reduced energy usage will reduce environmental impacts from utilities and help contribute to our Climate Action Plan goals.

Changes from Prior CIP:

No changes.

Board Resolutions / Supplemental Information:

This capital budget request supports the efforts to reduce energy outlined in the 2013 Facility Services Energy Plan and the newly approved Climate Action Plan. This plan had a goal of reducing energy use by 20% by the year 2020 which was surpassed by achieving 21% energy reduction since 2013. Facility Services has a \$10 million annual operating energy budget and a 3% reduction goal equating to about \$300,000 in energy cost reductions annually and cumulative after each year. A new Facility Services Energy Plan to take the county beyond 2020 is under development. It will align with the county's Climate Action Plan to have 10% on-site solar by 2030, carbon free electricity by 2035 and net-zero carbon emissions by 2050.

Per County Administration, work out of this project will be designed to meet a 15-year pay-back goal. However, typical payback for work done out of this project is 5-6 years.

Planned work in 2022 (\$2,000,000):

- Lighting upgrades at Public Safety Facility, PW Medina (\$500,000)
- Recommissioning at Bloomington HHW, Sumner, Linden Hills & other libraries (\$200,000)
- Solar at Oxboro Library (\$100,000) and Hopkins Library (\$100,000)
- Solar at Plymouth Library Parking Lot (\$100,000)
- Continuous commissioning (\$200,000) and NorthPoint (\$200,000)
- Other small projects (\$200,000)

Planned work in 2023 (\$2,000,000):

- Recommissioning at Brooklyn Park Transfer Station, PW Medina and others (\$350,000)
- Lighting projects at 625 Building common areas, exterior projects (\$300,000)
- Solar at Medical Examiner's Office (\$1,000,000)
- Continuous commissioning (\$200,000)

This project is preceded by the following capital project:

- Countywide Energy Conservation (1005176)
- Funded Budget: \$5,500,000
- Expenditures & Encumbrances: \$4,472,000
- Balance as of 12/31/2021: \$1,028,000

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000		9,500,000
Administrator Proposed		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000		9,500,000
CBTF Recommended		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000		9,500,000
Board Approved Final		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000		9,500,000

Project Name: 1006398 Building Automation System Upgrades 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Summary:

This project provides for the replacement of and/or upgrades to the county's Building Automation System (BAS). A BAS is comprised of a network of micro-processors and computers that control, change, verify and record various facility conditions, such as heating, cooling, ventilation, and allows for automated scheduling of system operation.

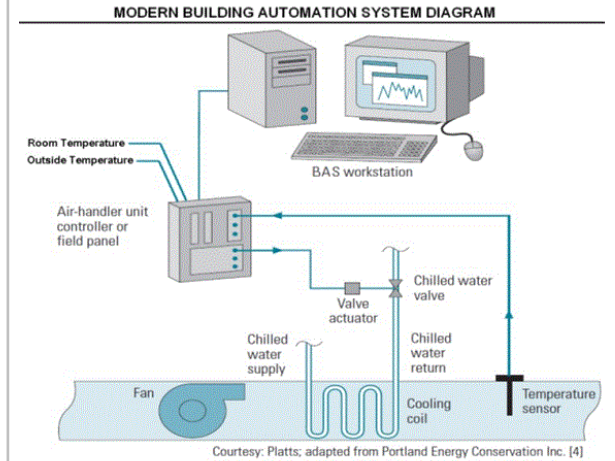
Purpose & Description:

This project is to provide upgrades and replacements to the existing building automation system. The industry average life of a building automation system is 15 years. The current system has been operational at some facilities for 20-25 years and requires major maintenance or replacements to keep the system functional and efficient. Many of our existing building automation controls are pneumatic (which use air pressure signals instead of computers), a type of system that is obsolete and no longer supported across the industry.

Replacements of the existing systems will continue to result in operational savings for the county. The Building Automation System (BAS) allows for:

1. Replacement of obsolete and end-of-life pneumatic controls,
2. Risk avoidance through easier, more extensive monitoring and control of facility systems which will prevent major building system failures,
3. More efficient energy usage and energy expenditure cost avoidance while providing improved comfort levels for facility occupants,
4. Accurate and timely diagnoses of problems (for example, the BAS has all but eliminated complaints about erratic temperature swings)
5. Compilation of critical information for response and analysis (the reporting format enables comparison among facilities, captures data on energy consumption, maintenance frequencies, and limits emergency calls).

Presently, there are 63 buildings under the control of the building automation network, with thousands of monitored points. This project enables ongoing BAS modifications that leverage technological advancements. Included is the replacement of associated obsolete components, valves and operators. This project does not fund BAS installation for new facilities or facility expansion projects.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	1,700,000		1,700,000		2,160,000	1,160,000	1,180,000			6,200,000
Total	1,700,000		1,700,000		2,160,000	1,160,000	1,180,000			6,200,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	702,000		702,000		868,000	460,000	472,000			2,502,000
Consulting	143,000		143,000		183,000	98,000	101,000			525,000
Equipment	713,000		713,000		938,000	501,000	515,000			2,667,000
Contingency	142,000		142,000		171,000	101,000	92,000			506,000
Total	1,700,000		1,700,000		2,160,000	1,160,000	1,180,000			6,200,000

Project Name: 1006398 Building Automation System Upgrades 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,700,000		2,160,000	1,160,000	1,180,000			6,200,000
Administrator Proposed	1,700,000		2,160,000	1,160,000	1,180,000			6,200,000
CBTF Recommended	1,700,000		2,160,000	1,160,000	1,180,000			6,200,000
Board Approved Final	1,700,000		2,160,000	1,160,000	1,180,000			6,200,000

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:
To maintain a cost avoidance factor of 10-15% in reduced energy expenditures.

Changes from Prior CIP:
The 2022 estimate has decreased by \$1,885,000 from the 2021-2025 budget a large unspent balance of prior appropriations still remains in the prior Building Automation system Upgrades capital project, #0031824. This prior project will be spent down this year and closed by the end of 2021.

Board Resolutions / Supplemental Information:

Schedule:

- 2020 \$ 216,000 Edina Library, Sheriff's Water Patrol
- 2021 \$1,500,000 NorthPoint, HCGC Lower Level, Brookdale Reg. Center, PSF Cell Water Control (Levels 3-5), PW Medina
- 2022 \$1,800,000 NorthPoint, HCGC Penthouse, Southdale Reg. Center, PW Medina, PSF (Levels LL-3), PSF Cell Water Control (Levels 6-7)
- 2023 \$1,800,000 PSF Building (Levels 4-7), PW Medina, HCGC Penthouse

Note:

Initial BAS work at the new 625 Building will be included in the 625 Building Occupancy Preparation & Rehabilitation (1007208) capital project.

Periodically, the BAS program assesses the building automation systems at each building to determine the upgrades for that location. As a result of the most recent assessment, Brookdale has been deferred from 2019 to 2021, Public Safety Facility was deferred until 2021, 701 Building was deferred from 2020 to 2021, and the County Home School was put on hold.

This project is preceded by the following capital projects:

- Building Automation System Upgrades 2011-2015 (#0031824)
 - Funded Budget: \$11,904,000
 - Expenditures & Encumbrances: \$10,384,000
 - Balance as of 12/31/2021: \$ 1,520,000
- Building Automation System Upgrades 2016-2020 (#1002155)
 - Funded Budget: \$2,000,000
 - Expenditures & Encumbrances: \$1,345,000
 - Balance as of 12/31/2021: \$ 655,000

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		1,700,000	2,185,000	2,060,000	1,070,000	1,070,000		8,085,000
Administrator Proposed		1,700,000	2,185,000	2,060,000	1,070,000	1,070,000		8,085,000
CBTF Recommended		1,700,000	2,185,000	2,060,000	1,070,000	1,070,000		8,085,000
Board Approved Final		1,700,000	2,185,000	2,060,000	1,070,000	1,070,000		8,085,000

Project Name: 1006397 Facility Preservation 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Summary:

This project provides the basis for implementing an annual, county-wide facility preservation program, which is intended to carry out major building system and infrastructure repairs, replacements and upgrades as necessary to ensure the long term viability of the county's real property assets.

Purpose & Description:

Appropriately located, adequately sized and well-maintained facilities are integral to the ability of Hennepin County to efficiently deliver cost effective services to its various clients and patrons. Facility Service's mission includes preservation of county buildings thereby prolonging their life and maximizing the value of the County's assets.

All of the work done under the auspices of this project is identified through periodic surveys of the respective building systems by expert consultants and operations and maintenance staff. The surveys and audits provide a work plan to effect major facility repairs, renovations, and upgrades in support of the county's service mission. The facilities covered by this project were re- inspected in 2013, 2018 and 2019 into 2020, after which, the 2021-2025 plan was more clearly updated. Executing identified projects requires considerable funding in a consistent and continuous stream on an annual basis.

Funding this project allows staff to maintain buildings using a cyclical program based on statistical average life cycles of various building infrastructure systems. This will ensure buildings remain in optimal condition thereby prolonging their useful life through use of capital resources in an efficient and responsible manner.

Implementation of this work requires 3 essential steps: 1) Facility Surveys / Audits: Comprehensive survey/audit of all of the buildings the county directly owns and operates; 2) Work Plan Development: Identify and prioritize necessary repair, rehabilitation, replacement and upgrade work; and 3) Annual Funding: Consistent funding allows for implementing the work in a planned and cost effective manner.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	5,000,000	403,175	4,596,825	4,500,000	7,000,000	7,000,000	7,000,000			30,500,000
Total	5,000,000	403,175	4,596,825	4,500,000	7,000,000	7,000,000	7,000,000			30,500,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	4,200,000	801,733	3,398,267	3,700,000	6,000,000	6,000,000	6,000,000			25,900,000
Consulting	400,000	35,003	364,997	400,000	500,000	500,000	500,000			2,300,000
Furnishings		900	(900)							
Contingency	400,000		400,000	400,000	500,000	500,000	500,000			2,300,000
Total	5,000,000	837,636	4,162,364	4,500,000	7,000,000	7,000,000	7,000,000			30,500,000

Project Name: 1006397 Facility Preservation 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	5,000,000	7,000,000	7,000,000	7,000,000	7,000,000			33,000,000
Administrator Proposed	5,000,000	4,500,000	7,000,000	7,000,000	7,000,000			30,500,000
CBTF Recommended	5,000,000	4,500,000	7,000,000	7,000,000	7,000,000			30,500,000
Board Approved Final	5,000,000	4,500,000	7,000,000	7,000,000	7,000,000			30,500,000

Scheduling Milestones (major phases only):

MAJOR PROJECTS IN 2021 INCLUDE: (\$10,200,000)

- Eden Prairie \$150,000 (Restrooms code mods)
- Government Center \$450,000 (Replace Park Café equipment, Atium foliage)
- Sheriff's Comm. Building \$750,000 (Parking lot, replace generator & mechanical equipment)
- Other smaller projects (\$4,650,000)
- 2020 projects delayed by COVID-19* (\$4,200,000)

Building & Elevator Condition Assessments 2021-2025: \$1,270,000

Project's Effect on County Priorities and the Operating Budget:

Effects on the operating budget cannot be quantified, but reductions to the future operational repair expenses are expected.

Changes from Prior CIP:

No changes.

Board Resolutions / Supplemental Information:

2022 (\$7,800,000):

- Brookdale \$650,000 (Replace chiller)
- Eden Prairie Service Center \$180,000 (Windows)
- Osseo Maintenance \$130,000 (Replace sliding gate)
- Ridgedale \$1,300,000 (Parking ramp repairs)
- South Mpls Human Service Center \$130,000 (Water intrusion repairs)
- Other smaller projects (\$5,410,000)

2023 (\$8,800,000):

- Brookdale \$775,000 (Building envelope upgrades, mill and overlay parking lot)
- Juvenile Detention Center & Juvenile Detention Center \$1,700,000 (Roof replacement)
- Public Works \$450,000 (Parking lot replacement)
- Target Field Station \$780,000 (Replace elevator floors)
- Other smaller projects (\$5,095,000)

2024 (\$8,700,000):

- Brookdale \$1,380,000 (Replace VAVs, roof replacement)
- Eden Prairie Service Center \$450,000 (replace two roofs)
- Juvenile Detention Center \$1,300,000 (Replace roof)
- Public Works \$1,300,000 (Salt shed coating, sidewalk, tuck pointing, roof replacement)
- Other smaller projects (\$4,270,000)

* Due to the effects of COVID-19 on Preservation operations in 2020, projects originally scheduled in 2020 will be completed during 2021 & 2022.

This project is preceded by the following capital project:

- Facility Preservation 2016-2020 (1002154)
- Funded Budget: \$21,200,000
- Expenditures & Encumbrances: \$14,012,000
- Balance as of 12/31/2021: \$7,187,000

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		5,000,000	7,000,000	7,000,000	7,000,000	7,000,000		33,000,000
Administrator Proposed		5,000,000	7,000,000	7,000,000	7,000,000	7,000,000		33,000,000
CBTF Recommended		5,000,000	7,000,000	7,000,000	7,000,000	7,000,000		33,000,000
Board Approved Final		5,000,000	7,000,000	7,000,000	7,000,000	7,000,000		33,000,000

Project Name: 1007208 625 Building Occupancy Preparation & Rehabilitation
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2024

Summary:

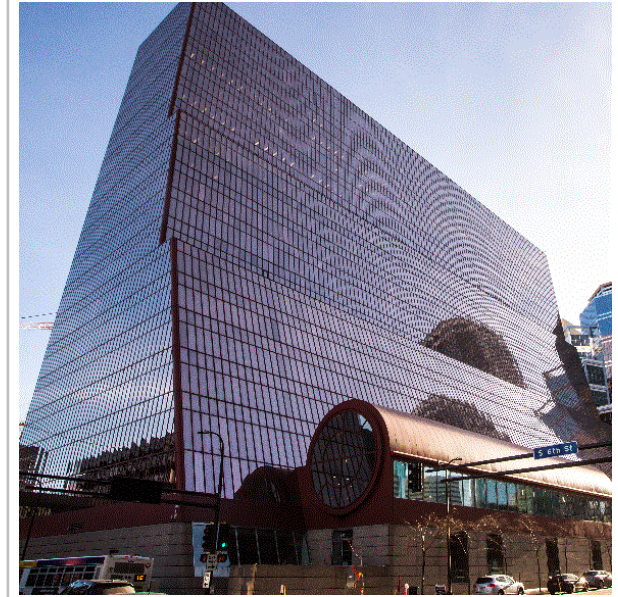
This project is intended to prepare for occupancy of county programs and to carry out major building system and infrastructure repairs, replacements and upgrades as necessary at the county owned 625 Building (Thrivent Financial Services Headquarters), located at 625 4th Ave. S., in downtown Minneapolis.

Purpose & Description:

Built in 1981, the Thrivent Building is a 539,000 gross square foot (390,000 usable square foot), 17 story office building with a basement which was acquired by the county in 2018. The purpose of this project is to prepare certain elements of building systems conversion and modifications from Thrivent ownership to Hennepin County operations. These items include but are not limited to Information Technology systems, security systems, building automation and control systems along with common space (lower level to the Skyway level), furniture, fixture and equipment such as audio/video installations, signage, common area lighting upgrades and miscellaneous code required accessibility modifications.

This project will also provide a facility preservation program in order to extend structural, mechanical and operational functionalities of this 37 year-old facility by carry out major building system and infrastructure repairs, replacements and upgrades such as mechanical, plumbing and electrical equipment replacements, HVAC control work and environmental abatement. Typically, these projects are technically complex, may involve meeting code requirements, and are larger in scale and cost than routine preservation work. Certain elements of work are planned to be modified and/or replaced just prior to initial county program occupancy in early 2021.

This project request is based on a detailed facility condition assessment conducted during the due diligence period of acquisition negotiations. This facility Condition Assessment revealed that the building has been well maintained and is in good condition, but certain replacements of infrastructure equipment and systems were negotiated as part of the final price of acquisition.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	15,900,000	1,851,855	14,048,145	1,800,000	1,500,000	800,000				20,000,000
Total	15,900,000	1,851,855	14,048,145	1,800,000	1,500,000	800,000				20,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	14,887,000	13,169,055	1,717,945	1,720,000	1,441,000	693,000				18,741,000
Consulting	75,000	216,584	(141,584)							75,000
Equipment	472,000	533	471,467							472,000
Furnishings	200,000		200,000							200,000
Other Costs	100,000	440	99,560							100,000
Contingency	166,000		166,000	80,000	59,000	107,000				412,000
Total	15,900,000	13,386,611	2,513,389	1,800,000	1,500,000	800,000				20,000,000

Project Name: 1007208 625 Building Occupancy Preparation & Rehabilitation	Funding Start: 2020
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	15,900,000	1,800,000	1,500,000	800,000				20,000,000
Administrator Proposed	15,900,000	1,800,000	1,500,000	800,000				20,000,000
CBTF Recommended	15,900,000	1,800,000	1,500,000	800,000				20,000,000
Board Approved Final	15,900,000	1,800,000	1,500,000	800,000				20,000,000

Scheduling Milestones (major phases only):

Phase 1 Infrastructure work:

- Design: 2020
- Procurement: April 2021
- Construction: July 2021
- Completion: Aug 2022

Phase 2 Infrastructure work:

- Design: 2023
- Procurement: 2023
- Construction: 2024

Project's Effect on County Priorities and the Operating Budget:

To be determined.

Changes from Prior CIP:

No changes.

Board Resolutions / Supplemental Information:

On September 26, 2017, the County Board authorized the acquisition of Thrivent Building, building located at 625 4th Avenue South in the City of Minneapolis (BAR 17-0346). The acquisition of the Thrivent Building meets identified needs of the County, provides for the consolidation of County functions, permits the vacating of space leased by the County and enables certain County real estate to be vacated and declared surplus. The acquisition closed on August 22, 2018.

Major project expenses include:

ITEM	Total
Mechanical / Electrical Upgrades / Replacement, including:	\$14,265,000
<i>Energy Management System Replacement (\$2.7m)</i>	
<i>Emergency Generator/Fire Pump Replacement (\$1.0m)</i>	
<i>4 large & 10 regular air handling unit replacements (\$4.5m)</i>	
<i>Mechanical/ductwork revisions from Skyway thru LL (\$2.1m)</i>	
North Entry Renovation	\$900,000
Facility Preservation	\$400,000
Environmental Mitigation	\$985,000
IT Data Center Connection & Start Up	\$1,900,000
Security - Camera/Card Access Migration & Equipment	\$500,000
FF&E, A/V, Signage, Accessibility	<u>\$1,050,000</u>
Sub Total	\$20,000,000

Please Note:

- Office remodeling for county programs will be completed in the 625 Building Office Remodeling capital project.
- Preservation items were a result of an in-depth facility condition audit conducted during acquisition negotiations.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	12,200,000	3,700,000	1,800,000	1,500,000	800,000			20,000,000
Administrator Proposed	12,200,000	3,700,000	1,800,000	1,500,000	800,000			20,000,000
CBTF Recommended	12,200,000	3,700,000	1,800,000	1,500,000	800,000			20,000,000
Board Approved Final	12,200,000	3,700,000	1,800,000	1,500,000	800,000			20,000,000

Project Name: 1005192 HCGC Elevator & Escalator Modernization
Major Program: Operations
Department: Facility Services

Funding Start: 2016
Funding Completion: 2022

Summary:

This project will upgrade and modernize the elevators and escalators at the Hennepin County Government Center (HCGC), located at 600 S 6th Street in Minneapolis, Minnesota.

Purpose & Description:

Hennepin County commissioned Lerch Bates Inc. in November 2016 to conduct a Modernization Survey of the vertical transportation equipment system. This survey included 20 elevators and 6 escalators. Recommendations from the survey calls for the overall modernization of the elevators and the escalators in the Government Center due to their age and the level of service that they provide.

Subsequently, Miller Dunwiddie Architects were selected in December 2017 to conduct a more detail study of the elevators and the escalators at the government center.

The recommendations are as follows:

- **Elevators:** These elevators were originally manufactured and installed by Haughton Elevator in 1973-1975. The major part of the proposal is replacement of the original elevator DC drives which are considered obsolete in the industry. Replace with AC gearless traction machines paired with fully regenerative motor drives. This is more efficient and will put power back into the building electrical system reducing energy costs. General upgrade and modernization of the electrical panels. Upgrading mechanical components to meet current codes. Creating traffic optimization which will reduce wait times and make the elevators work more efficiently. The interior of the cabs will be updated to meet current code.
- **Escalators:** These escalators were installed in 1973. Except for regular maintenance and updating of few parts all major components, including motors, gearboxes, bull gears, steps, step chains, tracks and handrail drives were not replaced. All these major components are obsolete and are in need complete replacement to provide reliable service for the building. It is proposed to replace or a complete rebuild of the 6 escalators. Existing access conditions make direct replacement the best option to minimize cost and downtime. These escalators provide the main means of vertical transportation for the public between the basement/tunnel, ground level, and skyway level at the Government Center.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	15,635,000	14,011,121	1,623,879	4,845,000						20,480,000
Total	15,635,000	14,011,121	1,623,879	4,845,000						20,480,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	14,339,000	14,742,701	(403,701)	4,227,000						18,566,000
Consulting	251,000	3,614	247,386	493,000						744,000
Equipment	172,000		172,000	169,000						341,000
Other Costs	77,000	15,796	61,204	90,000						167,000
Contingency	796,000		796,000	(134,000)						662,000
Total	15,635,000	14,762,111	872,889	4,845,000						20,480,000

Project Name: 1005192 HCGC Elevator & Escalator Modernization	Funding Start: 2016
Major Program: Operations	Funding Completion: 2022
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	15,635,000	4,845,000						20,480,000
Administrator Proposed	15,635,000	4,845,000						20,480,000
CBTF Recommended	15,635,000	4,845,000						20,480,000
Board Approved Final	15,635,000	4,845,000						20,480,000

Scheduling Milestones (major phases only):

About a year into the project, construction is progressing by taking one elevator out of service in each tower until all elevators have been modernized, similarly one to two escalators will be taken out of service during this stage as well for modernization work. It takes 12 to 14 weeks to complete one elevator and about 14 weeks to complete one escalator.

Initially, taking one elevator out of service will be noticeable. However, as the project continues there will be an improvement in service as the modernized elevators will have more advanced programming which will increase efficiency.

Scoping: Mar 2018
 Design: Jun 2018
 Procurement: Sep 2018
 Construction: Oct 2019
 Completion: Oct 2022

Project's Effect on County Priorities and the Operating Budget:

Overall energy cost reduction of 20-30%. New elevators will be equipped with a regenerative drive to reduce energy usage, and new escalators will have a sleep mode function to allow the escalator to only run when a person approaches the elevator.

Changes from Prior CIP:

No changes.

Board Resolutions / Supplemental Information:

In 2017, a staff consultant selection group selected Miller Dunwiddie Architecture with Van Deusen & Associates to consult on this project.

Resolution 19-0134 (March 26, 2019):
 BE IT RESOLVED, that Contract 4837R8 be awarded to Shaw-Lundquist Associates, Inc., for the Hennepin County Government Center Elevator and Escalator Modernization project (Capital Project 1005192), in the amount of \$18,399,268 be approved...

BE IT FURTHER RESOLVED, that the overall budget for the HCGC Elevator & Escalator Modernization Project (CP 1005192) be increased by \$3,984,065 from \$13,600,000 to \$17,584,065 with the additional required funding to be provided from county bonds as part of the 2020-2024 Capital Improvement Program Request.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	11,672,000	3,963,000	3,085,000	1,760,000				20,480,000
Administrator Proposed	11,672,000	3,963,000	3,085,000	1,760,000				20,480,000
CBTF Recommended	11,672,000	3,963,000	3,085,000	1,760,000				20,480,000
Board Approved Final	11,672,000	3,963,000	3,085,000	1,760,000				20,480,000

Project Name: 1008715 Security Operations Infrastructure Upgrades
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2025

Summary:

This project will update security infrastructure systems operability by implementing hardware for perimeter security standards, integrates disparate applications for operating efficiencies and updates several security applications to improve core capabilities and reliability.

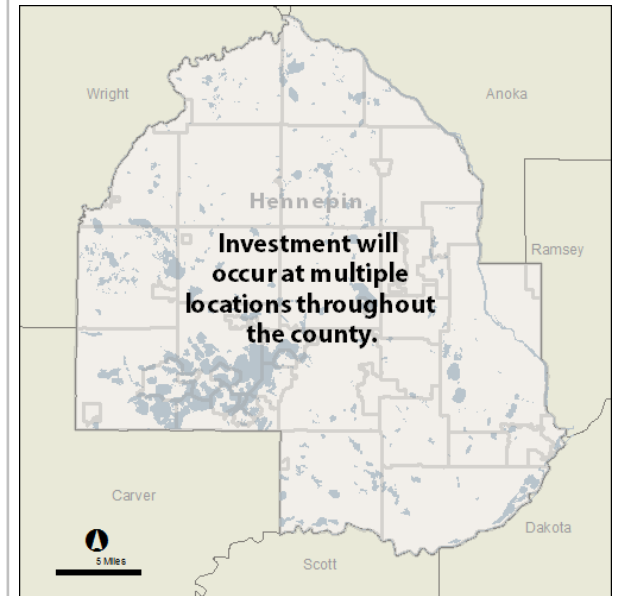
Purpose & Description:

Modernizing the County's security infrastructure will improve operational capabilities and reliability by addressing hardware and applications that exceed 10 years of age. Implementing prototypical standards provides the ability to manage the deployment of technology devices while reducing long-term costs of ownership thru standardizations. Integrating security systems will improve operator efficiencies in alarm response, incident dispatch and reporting functions.

This capital request seeks to optimize and update security systems operability, streamline workload, and reduce operating costs by:

- Enhancing building perimeter security by implementing remote controls, saving time and protecting people and assets
- Replacing outdated incident management/CAD reporting systems and implementing guard tour systems for consistency in service
- Integrating enterprise security software and systems to Genetec to improve monitoring and alarm response efficiencies
- Replace magnetometers as existing magnetometers are outdated in form, functions and at the end of their useful life
- Refresh furniture, floors, walls and workstations in the County's Security Operations Center (SOC) on A-Level of the Government Center.

This project will allow Hennepin County Security to continue to leverage technologies to improve and modernize security infrastructure, capabilities and streamline workload and reduce costs. Hennepin County Security remains committed to delivering on the County's overarching goals of keeping people safe and creating safe environments where people can do their best work.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				750,000	1,400,000	750,000	750,000			3,650,000
Total				750,000	1,400,000	750,000	750,000			3,650,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Consulting					200,000	150,000				350,000
Equipment				600,000	1,150,000	600,000	750,000			3,100,000
Furnishings				150,000	50,000					200,000
Total				750,000	1,400,000	750,000	750,000			3,650,000

Project Name: 1008715 Security Operations Infrastructure Upgrades	Funding Start: 2022
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		750,000	1,400,000	750,000	750,000			3,650,000
Administrator Proposed		750,000	1,400,000	750,000	750,000			3,650,000
CBTF Recommended		750,000	1,400,000	750,000	750,000			3,650,000
Board Approved Final		750,000	1,400,000	750,000	750,000			3,650,000

Scheduling Milestones (major phases only):

The anticipated workplan is as follows:

- Refresh current SOC 2022-2023
- Replace magnetometers 2022-2023
- Remote perimeter security 2022-2023
- Replace software applications 2023-2024
- Integrate security software 2023-2025

Board Resolutions / Supplemental Information:

This project is made up of the following components and estimated costs:

- Perimeter remote lockdown capabilities at all County facilities approx. 200 doors (\$1m)
- Replacement of incident management reporting and CAD applications with a new security guard tour system (\$350k)
- Security software integrations - alarms / intercoms (\$1.9m)
- New magnetometer hardware (\$200k)
- Refresh the current SOC (\$200k)

Project's Effect on County Priorities and the Operating Budget:

It is expected that this project will significantly off-set growing personnel costs that would be required in Facility Services operating budget if these systems continue to be managed using manual data entry and task management. Additionally, these systems will be developed to leverage existing county resources for support and depend less on vendor services. While soft costs are not as easily discernable, it is expected that the department and managerial level support features will reduce administration labor and increase oversight for all departments.

Changes from Prior CIP:

This is a new request. This project will update security infrastructure systems operability by implementing hardware for perimeter security standards, integrates disparate applications for operating efficiencies and updates several security applications to improve core capabilities and reliability.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1004461 1800 Chicago Infrastructure Replacements
Major Program: Operations
Department: Facility Services

Funding Start: 2017
Funding Completion: 2023

Summary:

This project, at the 1800 Chicago facility, located at 1800 Chicago Ave in Minneapolis, Minnesota will modify and improve the facility infrastructure in conjunction with areas that are being renovated to support Hennepin County's mental health rehabilitation programs at the facility.

Purpose & Description:

The 1800 Chicago facility houses the county's mental and chemical health programs. The center section of the facility dates back to the 1930's as a school house, was expanded in the 1950's to house the Sister Kenny Rehabilitation hospital, was purchased by Hennepin County the mid-1970's and had undergone many remodeling phases since. Many of the infrastructure systems need to be completely replaced before areas can be adapted to future program uses. The building envelope suffers from moisture intrusion; the ventilation (fresh air) system is inadequate to meet current codes, the elevators have reached their life expectancy and many other systems are in need of replacement. As part of the County's intent to reinvest in this facility, support systems must be replaced before or in concert with other efforts of modernization or repurposing. In conjunction with this project is the desire to obtain additional property for surface parking, to alleviate a current shortage. This project will provide necessary facility upgrades, renovations and improvements to the physical infrastructure systems of the 1800 Chicago facility as it is adapted and repurposed for future uses.

Cyclical five-year facility audits, along with staff observations, have led to a 2016 in-depth facility condition assessment as the basis for this request. Deficiencies in most of the major infrastructure systems (mechanical, electrical, ventilation, elevator and utility piping, etc.) have been determined and quantified.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	10,228,000	5,969,885	4,258,115		2,442,000					12,670,000
Other		9,900	(9,900)							
Total	10,228,000	5,979,785	4,248,215		2,442,000					12,670,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	8,247,000	5,272,430	2,974,570		1,937,000					10,184,000
Consulting	1,010,000	778,387	231,613		311,000					1,321,000
Equipment	55,000	8,234	46,766		17,000					72,000
Furnishings		15,303	(15,303)							
Other Costs		6,634	(6,634)		6,000					6,000
Contingency	916,000		916,000		171,000					1,087,000
Total	10,228,000	6,080,988	4,147,012		2,442,000					12,670,000

Project Name: 1004461 1800 Chicago Infrastructure Replacements	Funding Start: 2017
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	10,228,000		2,442,000					12,670,000
Administrator Proposed	10,228,000		2,442,000					12,670,000
CBTF Recommended	10,228,000		2,442,000					12,670,000
Board Approved Final	10,228,000		2,442,000					12,670,000

Scheduling Milestones (major phases only):
This project is a collection of smaller infrastructure efforts that are going on at various times throughout the life of this project.

Project's Effect on County Priorities and the Operating Budget:
This project will reduce operational expenditures and downtime.

Changes from Prior CIP:
The 2022 estimate has decreased by \$2,606,000 from the 2021-2025 budget due to a reduction in preservation items included in the scope, the boiler will be refurbished instead of being replaced, and the west parking lot repairs were done by the 1800 Chicago Triage project (1005173).

Board Resolutions / Supplemental Information:

Complete Work:

- 2017: Infrastructure work supporting Withdrawal Management/Mental Health project
- 2018: Continue project support work, roof, common area infrastructure, center wing building infrastructure work
- 2019: Infrastructure work supporting Withdrawal Management/Mental Health projects
- 2020: Infrastructure work supporting Intake/Triage Center, HVAC modifications at Center Wing, parking lot mill/overlay, boiler study

Anticipated Workplan:

- 2021: Tunnel waterproofing, boiler refurbishment, HVAC modifications at Center Wing
- 2022: Elevator refurbishment, remove abandoned plumbing (North Wing)
- 2023: Roof replacement Penthouses/North Wing, cooling tower
- 2024: Replace flashings at window heads (North Wing)

Notes:

- This project was coordinated with another capital project, 1800 Chicago Intake/Triage Center (#1005173).
- Construction on the Intake/Triage Center began in spring of 2020 and was completed in August of 2020 (interior renovations) and December of 2020 (exterior vestibule). Equipment purchases to support medical services will conclude by June, 2021.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	10,228,000		3,311,000	1,737,000				15,276,000
Administrator Proposed	10,228,000		3,311,000	1,737,000				15,276,000
CBTF Recommended	10,228,000		3,311,000	1,737,000				15,276,000
Board Approved Final	10,228,000		3,311,000	1,737,000				15,276,000

Project Name: 1007236 Public Safety Facility Preservation
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2024

Summary:

This project will provide facility preservation funding for the Public Safety Facility, located at 401 4th Avenue S in Minneapolis, Minnesota. As the facility approaches the 20 year mark of being in operation, facility upgrades are to be expected. The project is intended to carry out major building system and infrastructure repairs, replacements and upgrades as necessary to ensure the long term viability of the County's real property assets.

Purpose & Description:

This project will conduct work solely on the Public Safety Facility. Work will include elevator refurbishments, installation of a new elevator (additional shaft already exists), refurbishment of inmate showers, floor replacements in the security side of the building, lighting upgrades to LED for better lighting and energy savings, emergency power upgrades and a new roof.

Typically, these projects are technically complex, may involve meeting code requirements, and are larger in scale and cost. This project request is based on information learned through building assessments through a third-party vendor, as well as operational experience gained since opening in 2001. Additional information is continually learned about the facility through experience and staff observations enabling Property Services to refine the five-year expense projection for this facility each year.

The summary of these reports and staff observations are prioritized and incorporated into a 5 year work plan that will address needed upgrades and refurbishments. This project will: 1) replace critical systems which are, or have exceeded their life expectancy. 2). Plan for future critical system replacements by utilizing a replacement plan spelled out in facility condition audits. 3) Maintain the physical infrastructure of the important facility. This plan will ensure that the building is maintained in optimal condition and that the quality of services it provides the residents of Hennepin County can continue well into the future.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	1,430,000	219,997	1,210,003	1,455,000	4,300,000	5,400,000				12,585,000
Total	1,430,000	219,997	1,210,003	1,455,000	4,300,000	5,400,000				12,585,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	1,130,000	217,884	912,116	1,255,000	3,500,000	4,400,000				10,285,000
Consulting	150,000	57,910	92,090	100,000	400,000	500,000				1,150,000
Contingency	150,000		150,000	100,000	400,000	500,000				1,150,000
Total	1,430,000	275,794	1,154,206	1,455,000	4,300,000	5,400,000				12,585,000

Project Name: 1007236 Public Safety Facility Preservation	Funding Start: 2020
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,430,000	470,000	4,300,000	5,400,000				11,600,000
Administrator Proposed	1,430,000	470,000	4,300,000	5,400,000				11,600,000
CBTF Recommended	1,430,000	470,000	4,300,000	5,400,000				11,600,000
Board Approved Final	1,430,000	1,455,000	4,300,000	5,400,000				12,585,000

<p>Scheduling Milestones (major phases only):</p> <p>This project is a collection of smaller infrastructure efforts that are going on at various times throughout the life of this project.</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>Effects on the operating budget cannot be quantified, but reductions to the future operational repair expenses are expected.</p> <hr/> <p>Changes from Prior CIP:</p> <p>The 2022 estimate has increased by \$985,000 over the 2021-2025 budget due to the addition of control equipment and related components to the project scope.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The Hennepin County Public Safety facility includes: 330 detention beds, a booking area, 3 arraignment courtrooms, satellite offices for attorneys and support facilities for the HC Sheriff's Office employees and the detention center. The facility also provides 137 standard parking stalls and 3 handicap accessible parking stalls.</p> <p>85% of the facility preservation program is for refurbishing elevators, upgrading electrical systems, and to replace the roof. This is an increase over previous forecasts due to an increased awareness of project work identified via facility condition assessments and deferred projects in 2019.</p> <p>Anticipated Workplan</p> <ul style="list-style-type: none"> ● 2021 (\$1,610,000): Architectural (\$630K); Electrical (\$665K); Life Safety (\$40K); Mechanical (\$200K); and Parking and Grounds (\$75K). ● 2022 (\$940,000): Architectural (\$240K); Electrical (\$440M); Life Safety (\$65K); Mechanical (\$40K); and Parking and Grounds (\$155K). ● 2023 (\$3,430,000): Architectural (\$170K); Electrical (\$65K); Elevators (\$2.8M); Life Safety (\$65K); Mechanical (\$15K); and Roofing (\$2M). ● 2024 (\$6,155,240): Architectural (\$200K); Electrical (\$130K); Elevators (\$3.9M); Mechanical (\$1.2M); and Roofing (\$1.8M). <p>*Due to the effects of COVID-19 at the PSF in 2020, projects originally scheduled in 2020 will be completed during 2021. Of the \$475K in projects scheduled for 2020, only approx \$35K was completed.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	475,000	955,000	470,000	4,300,000	5,400,000			11,600,000
Administrator Proposed	475,000	955,000	470,000	4,300,000	5,400,000			11,600,000
CBTF Recommended	475,000	955,000	470,000	4,300,000	5,400,000			11,600,000
Board Approved Final	475,000	955,000	470,000	4,300,000	5,400,000			11,600,000

Project Name: 1007209 625 Building Office Remodeling
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2024

Summary:

This project will remodel approximately 210,300 SF of office space on 11 floors of the county owned 625 Building (formerly the Thrivent Financial Services Headquarters), located at 625 4th Ave. S., in downtown Minneapolis.

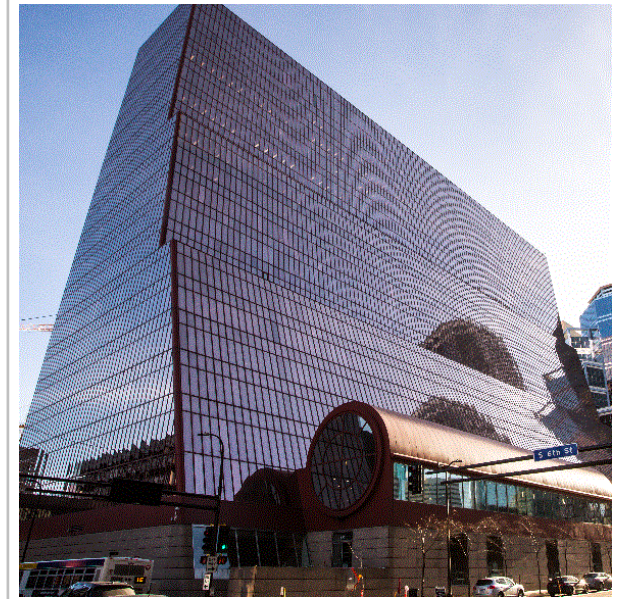
Purpose & Description:

Built in 1981, the Thrivent Building is a 539,000 gross square foot (390,000 usable square foot), 17 story office building with a basement which was acquired by the county in 2018. The acquisition of the Thrivent Building meets identified space needs of the County, provides for the consolidation and service efficiencies of court functions in the Government Center by relocating Family Court functions from the 63-year-old Family Justice Center (FJC). This would allow FJC to be vacated and declared surplus. In addition, this acquisition permits the vacating of downtown leased space at the Grain Exchange.

The purpose of this project is to remodel office space in the 625 Building based on guidance from a revised Downtown Campus Master Plan. During the Covid-19 pandemic, this project has been put on-hold. The county has been updating the previously developed master plan and revising future workplace strategies to better align with service delivery efficiencies realized during remote work of most county functions. During the summer of 2021, an updated master plan is being considered by county leadership. The intent is that this project will implement a new workplace environment in the 625 Building, including the potential reduction of other county downtown real estate.

In association with the 625 Building acquisition, the development of a Downtown Campus provides an opportunity to invest smarter, end leases in some buildings, renovate and maintain fewer buildings, align adjacent government services between the City of Minneapolis, District Court and Hennepin County, bringing downtown services closer together for residents and connect downtown staff. The revised Downtown Campus Master Plan provides a roadmap for the consolidation of staff and programs from FJC and the Grain Exchange into the 625 Building, the Government Center, and the Health Services Building. The roadmap considered alternative workplace strategies, supports critical adjacencies and efficiencies, develops design criteria, and identified costs and timing / phasing of impacted department relocations.

Based on recommendations of the updated Downtown Campus Master Plan, approximately 210,300 SF on 11 floors in the 625 Building is proposed to be remodeled over a 2 to 3-year period.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	14,000,000	717,280	13,282,720	1,000,000	13,000,000	5,500,000				33,500,000
Total	14,000,000	717,280	13,282,720	1,000,000	13,000,000	5,500,000				33,500,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	1,240,000		1,240,000	7,000,000	10,000,000	3,500,000				21,740,000
Consulting	760,000	875,506	(115,506)	2,000,000	1,000,000	500,000				4,260,000
Furnishings				2,000,000	2,000,000	1,500,000				5,500,000
Contingency	12,000,000		12,000,000	(10,000,000)						2,000,000
Total	14,000,000	875,506	13,124,494	1,000,000	13,000,000	5,500,000				33,500,000

Project Name: 1007209 625 Building Office Remodeling	Funding Start: 2020
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	14,000,000	4,000,000	10,000,000	5,500,000				33,500,000
Administrator Proposed	14,000,000	1,000,000	13,000,000	5,500,000				33,500,000
CBTF Recommended	14,000,000		14,000,000	5,500,000				33,500,000
Board Approved Final	14,000,000	1,000,000	13,000,000	5,500,000				33,500,000

Scheduling Milestones (major phases only):

Phase 1 (3-5 Floors TBD):

- Design: 2021-2022
- Construction: 2022-2023
- Occupancy: 2023

Phase 2 (3-5 Floors TBD):

- Design: 2022
- Construction: 2023-2024
- Occupancy: 2024

Board Resolutions / Supplemental Information:

On September 26, 2017, the County Board authorized the acquisition of Thrivent Building, building located at 625 4th Avenue South in the City of Minneapolis (BAR 17-0346). The acquisition closed on August 22, 2018 and the county took occupancy of the building on July 1, 2020.

Additional available office space may be constructed to support back office administrative functions for Hennepin Healthcare (formerly HCMC) to vacate older portions of their east campus facilities. This remodeling will be requested by Hennepin Health Care in a separate capital request.

The average cost per SF used for this order of magnitude estimate is \$159/SF.

Project's Effect on County Priorities and the Operating Budget:

Changes from Prior CIP:

The 2022 estimate has increased by \$2,585,000 over the 2021-2025 budget as the cost factors used to create this order of magnitude estimate have been increased due to increase in construction and labor costs. This is an order of magnitude estimate, costs most likely will be revised as this project progresses.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	13,000,000	1,000,000	15,110,000	1,805,000				30,915,000
Administrator Proposed	13,000,000	1,000,000	15,110,000	1,805,000				30,915,000
CBTF Recommended	13,000,000	1,000,000	15,110,000	1,805,000				30,915,000
Board Approved Final	13,000,000	1,000,000	15,110,000	1,805,000				30,915,000

Project Name: 1007210 Government Center Office Relocations & Remodeling
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2024

Summary:

This project will remodel approximately 149,600 SF of administrative office space on 14 floors of the Hennepin County Government Center, located at 300 S. Sixth Street in downtown Minneapolis.

Purpose & Description:

The purpose of this project is to remodel office space in the Government Center based on guidance from a Downtown Campus Master Plan and a District Court Facility Master Planning Study. During the Covid-19 pandemic, this project has been put on-hold. The county has been updating previously developed master plans and revising future workplace strategies to better align with service delivery efficiencies realized during remote work of most county functions. During the summer of 2021, an updated master plan is being considered by county leadership.

In 2018, the county acquired the Thrivent Building (625 Building) which is located 1 block to the east of the Government Center and is connected via the downtown skyway system. This strategic acquisition serves to meet identified space needs of the County, provides for the consolidation and service efficiencies of court functions in the Government Center by relocating Family Court functions from the 63-year old Family Justice Center (FJC). This would allow FJC to be vacated and declared surplus.

Hennepin County hosts the State of Minnesota's largest judicial district (4th) in 4 downtown facilities (Government Center, FJC, Juvenile Justice Center and the Public Safety Facility) and 2 suburban locations (Brookdale and Ridgedale) with the majority of space residing in the Government Center. A 20-year District Court Master Plan was completed in the summer of 2019. This master plan focused on identifying caseload trends and population projections along with operational, staffing and facility needs. Key to this master plan was the identification of critical, functional adjacencies required for the Family Courts to be relocated from the Family Justice Center to the Government Center. These functional adjacencies and short-term needs were then incorporated into the overall Downtown Campus Master Plan recommendations.

In association with the 625 Building acquisition, the development of a Downtown Campus provides an opportunity to invest smarter, end leases in some buildings, renovate and maintain fewer buildings, align adjacent government services between the City of Minneapolis, District Court and Hennepin County, bringing downtown services closer together for residents and connect downtown staff. In addition, this master plan provides a strategic opportunity to consider alternative workplace strategies, support critical adjacencies and efficiencies, develop design criteria and identify cost and timing of construction and relocations. The two aforementioned master plans identified critical, functional programmatic adjacencies for Family Courts to be relocated into the Government Center along with relocation of downtown leases.

Based on the recommendations of the updated Downtown Campus Master Plan, approximately 149,600 SF on 14 floors of the Administrative Tower will be remodeled in various levels of office space reconstruction over a 3 to 4-year period.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	1,500,000	32,086	1,467,914	10,600,000	12,000,000	5,500,000				29,600,000
Total	1,500,000	32,086	1,467,914	10,600,000	12,000,000	5,500,000				29,600,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				7,000,000	8,000,000	3,500,000				18,500,000
Consulting	1,000,000	67,100	932,900	1,000,000	1,500,000	500,000				4,000,000
Furnishings				2,000,000	2,000,000	1,000,000				5,000,000
Contingency	500,000		500,000	600,000	500,000	500,000				2,100,000
Total	1,500,000	67,100	1,432,900	10,600,000	12,000,000	5,500,000				29,600,000

Project Name: 1007210 Government Center Office Relocations & Remodeling	Funding Start: 2020
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,500,000	10,600,000	12,000,000	5,500,000				29,600,000
Administrator Proposed	1,500,000	10,600,000	12,000,000	5,500,000				29,600,000
CBTF Recommended	1,500,000	10,600,000	12,000,000	5,500,000				29,600,000
Board Approved Final	1,500,000	10,600,000	12,000,000	5,500,000				29,600,000

Scheduling Milestones (major phases only):

Phase 1 (5 Floors TBD):

- Design: 2021-2022
- Construction: 2022-2023
- Occupancy: 2023

Phase 2 (4 Floors TBD):

- Design: 2022
- Construction: 2023-2024
- Occupancy: 2024

Phase 3 (2 Floors TBD):

- Design: 2023
- Construction: 2023-2024
- Occupancy: 2024

Board Resolutions / Supplemental Information:

On September 26, 2017, the County Board authorized the acquisition of Thrivent Building, building located at 625 4th Avenue South in the City of Minneapolis (BAR 17-0346). The acquisition closed on August 22, 2018 and the county took occupancy of the building on July 1, 2020.

Hennepin County hosts the State of Minnesota's largest judicial district (4th) in 4 downtown facilities (Government Center, Family Justice Center, Juvenile Justice Center and the Public Safety Facility) and 2 suburban locations (Brookdale and Ridgedale) with the majority of space residing in the Government Center. Courts operational modifications due to lessons learned from the pandemic will be considered as relocation plans proceed in 2021.

The construction of District Family courtrooms and judicial chambers are part of another capital project, titled the Government Center Courts Remodeling, capital project number 1007211.

The average cost per SF used for this order of magnitude estimate is \$198/SF.

Project's Effect on County Priorities and the Operating Budget:

Changes from Prior CIP:

The 2022 estimate has increased by \$2,600,000 over the 2021-2025 budget as the cost factors used to create this order of magnitude estimate have been increased due to increase in construction and labor costs. This is an order of magnitude estimate, costs most likely will be revised as this project progresses.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	500,000	1,000,000	11,500,000	14,000,000				27,000,000
Administrator Proposed	500,000	1,000,000	11,500,000	14,000,000				27,000,000
CBTF Recommended	500,000	1,000,000	11,500,000	14,000,000				27,000,000
Board Approved Final	500,000	1,000,000	11,500,000	14,000,000				27,000,000

Project Name: 1007211 Government Center Court Relocations from FJC
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2024

Summary:

This project will renovate approximately 58,500 SF into Family Court space on four floors of the Hennepin County Government Center's Courts Tower, located at 300 S. Sixth Street in downtown Minneapolis.

Purpose & Description:

The purpose of this project is to renovate existing office space on the upper floors of the Government Center's (HCGC) Courts Tower into court space to accommodate relocated programs from the Family Justice Center based on guidance from a Downtown Campus Master Plan and a District Court Facility Master Planning Study. During the Covid-19 pandemic, this project has been put on-hold. The county has been updating the previously developed master plans and revising future workplace strategies to better align with service delivery efficiencies realized during remote work of most county functions. During the summer of 2021, an updated master plan is being considered by county leadership.

In 2018, the county acquired the Thrivent Building (625 Building) which is located 1 block to the east of the Government Center and is connected via the downtown skyway system. This strategic acquisition serves to meet identified space needs of the County, provides for the consolidation and service efficiencies of court functions in the Government Center by relocating Family Court functions from the 63-year old Family Justice Center (FJC). This would allow FJC to be vacated and declared surplus.

Hennepin County hosts the State of Minnesota's largest judicial district (4th) in 4 downtown facilities and 2 suburban locations with the majority of space residing in the HCGC. A 20-year District Court Master Plan was completed in the summer of 2019, which focused on identifying caseload trends and population projections along with operational, staffing and facility needs. Key to this master plan was the identification of critical, functional adjacencies required for the Family Courts to be relocated from the FJC to the HCGC, which has been incorporated into the overall Downtown Campus Master Plan recommendations.

In association with the acquisition of the 625 Building, the development of a Downtown Campus provides an opportunity to invest smarter, end leases in some buildings, renovate and maintain fewer buildings, align adjacent government services between the City of Minneapolis, District Court and Hennepin County, bringing downtown services closer together for residents and connect downtown staff. In addition, this master plan provides a strategic opportunity to consider alternative workplace strategies, support critical adjacencies and efficiencies, develop design criteria and identify cost and timing of construction and relocations. The two aforementioned master plans identified critical, functional programmatic adjacencies for Family Courts to be relocated into the Government Center along with relocation of downtown leases.

Based on the recommendations of the updated Downtown Campus Master Plan, approx. 58,500 SF on Floors C-20 through C-23 will be renovated during Phase 3 of the Master Plan's implementation schedule. Current occupants of these floors, the County Attorney and Community Corrections will be relocated to floors in the Government Center's Administrative Tower.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	500,000		500,000		6,500,000	9,500,000				16,500,000
Total	500,000		500,000		6,500,000	9,500,000				16,500,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction					3,500,000	6,000,000				9,500,000
Consulting					1,500,000	500,000				2,000,000
Furnishings					1,000,000	2,000,000				3,000,000
Contingency	500,000		500,000		500,000	1,000,000				2,000,000
Total	500,000		500,000		6,500,000	9,500,000				16,500,000

Project Name: 1007211 Government Center Court Relocations from FJC	Funding Start: 2020
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	500,000		6,500,000	9,500,000				16,500,000
Administrator Proposed	500,000		6,500,000	9,500,000				16,500,000
CBTF Recommended	500,000		6,500,000	9,500,000				16,500,000
Board Approved Final	500,000		6,500,000	9,500,000				16,500,000

Scheduling Milestones (major phases only):

Phase 1 (3 Floors TBD):

- Design: 2023
- Construction: 2024
- Occupancy: 2024

Phase 2 (2 Floors TBD):

- Design: 2023
- Construction: 2024
- Occupancy: 2025

Board Resolutions / Supplemental Information:

On September 26, 2017, the County Board authorized the acquisition of Thrivent Building, building located at 625 4th Avenue South in the City of Minneapolis (BAR 17-0346). The acquisition closed on August 22, 2018 and the county took occupancy of the building on July 1, 2020.

Hennepin County hosts the State of Minnesota's largest judicial district (4th) in 4 downtown facilities (Government Center, Family Justice Center, Juvenile Justice Center and the Public Safety Facility) and 2 suburban locations (Brookdale and Ridgedale) with the majority of space residing in the Government Center. Courts operational modifications due to lessons learned from the pandemic will be considered as relocation plans proceed in 2021.

The construction of relocated office space to accommodate the relocation of Family Court programs from the Family Justice Center are part of another capital project, titled the Government Center Office Remodeling, capital project number 1007210.

Project's Effect on County Priorities and the Operating Budget:

The average cost per SF used for this order of magnitude estimate is \$282/SF.

Changes from Prior CIP:

The 2022 estimate has increased by \$2,500,000 over the 2021-2025 budget as the cost factors used to create this order of magnitude estimate have been increased due to increase in construction and labor costs. This is an order of magnitude estimate, costs most likely will be revised as this project progresses.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	500,000		1,500,000	12,000,000				14,000,000
Administrator Proposed	500,000		1,500,000	12,000,000				14,000,000
CBTF Recommended	500,000		1,500,000	12,000,000				14,000,000
Board Approved Final	500,000		1,500,000	12,000,000				14,000,000

Project Name: 1007390 HSB Clinic & Office Remodeling
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2023

Summary:

This project will remodel floors in the Health Services Building and allow Hennepin Health's office to relocate from leased space at the Grain Exchange Building along with other changes of building occupancy based on the Downtown Campus Master plan update.

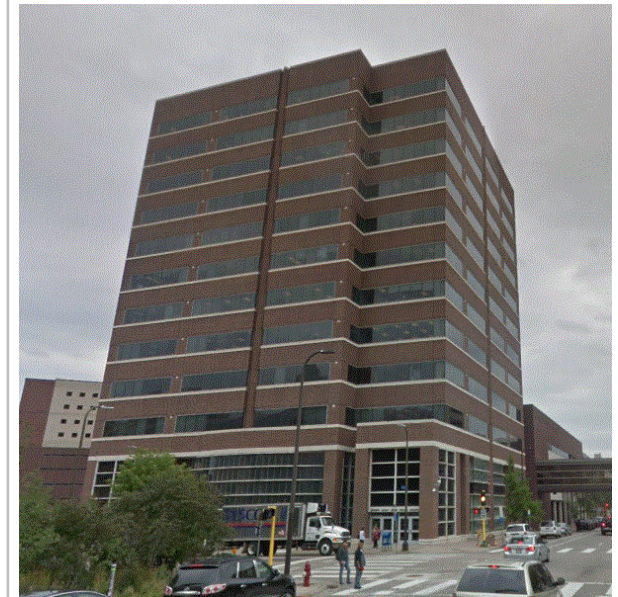
Purpose & Description:

The purpose of this project is to renovate space in the Health Services Building (HSB), located at 525 Portland Ave. S in downtown Minneapolis based on recommendations from a Downtown Campus Master Plan. During the Covid-19 pandemic, this project has been put on-hold. The county has been updating the previously developed master plan and revising future workplace strategies to better align with service delivery efficiencies realized during remote work of most county functions. During the summer of 2021, an updated master plan is being considered by county leadership.

Additionally, Hennepin Health's offices in the nearby Grain Exchange Building will most likely be relocated to the Health Services Building in order allow the county to save leasing costs. Other relocations in the Health Services Building are being considered as the revised Downtown Campus Master is updated.

In 2018, the county acquired the Thrivent Building (625 Building) which is located 1 block to the east of the Government Center and is connected via the downtown skyway system. In association with the acquisition of the 625 Building, the development of a Downtown Campus provides an opportunity to invest smarter, end leases in some buildings, renovate and maintain fewer buildings, align adjacent government services between the City of Minneapolis, District Court and Hennepin County, bringing downtown services closer together for residents and connect downtown staff.

This master plan provides a strategic opportunity to consider alternative workplace strategies, support critical adjacencies and efficiencies, develop design criteria and identify cost and timing of construction and relocations. The master plan identified critical, functional programmatic adjacencies for Family Courts to be relocated into the Government Center along with relocation of downtown leases.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	350,000	165,206	184,794	3,100,000	2,000,000					5,450,000
Total	350,000	165,206	184,794	3,100,000	2,000,000					5,450,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction		311,103	(311,103)	1,500,000	1,000,000					2,500,000
Consulting		169,611	(169,611)	850,000	250,000					1,100,000
Furnishings		244,719	(244,719)	750,000	750,000					1,500,000
Contingency	350,000		350,000							350,000
Total	350,000	725,433	(375,433)	3,100,000	2,000,000					5,450,000

Project Name: 1007390 HSB Clinic & Office Remodeling	Funding Start: 2021
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	350,000	3,100,000	2,000,000					5,450,000
Administrator Proposed	350,000	3,100,000	2,000,000					5,450,000
CBTF Recommended	350,000	3,100,000	2,000,000					5,450,000
Board Approved Final	350,000	3,100,000	2,000,000					5,450,000

<p>Scheduling Milestones (major phases only):</p> <p>Phase 1 (1 Floors TBD):</p> <ul style="list-style-type: none"> • Design: 2021 • Construction: 2022 • Occupancy: 2022 <p>Phase 2 (1 Floors TBD):</p> <ul style="list-style-type: none"> • Design: 2022 • Construction: 2022-2023 • Occupancy: 2023 	<p>Board Resolutions / Supplemental Information:</p> <p>On September 26, 2017, the County Board authorized the acquisition of Thrivent Building, building located at 625 4th Avenue South in the City of Minneapolis (BAR 17-0346). The acquisition closed on August 22, 2018 and the county took occupancy of the building on July 1, 2020.</p> <p>The average cost per SF used for this order of magnitude estimate is \$158/SF.</p> <p>RESOLUTION 20-0354R1 (12/15/2020):</p> <p>#9. That 1008339 Mental Health Clinic Relocation be identified as a new capital project in the 2021 Capital Budget with \$3,500,000 in bond funding to convert approximately 10,000 square feet at the South Minneapolis Human Service Center into a new location for the Hennepin County Mental Health Clinic and that the five year capital plan for project 1007390 HSB Clinic and Office Remodeling be reduced by \$3,500,000 in 2023...</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p>	
<p>Changes from Prior CIP:</p> <p>The 2022 estimate has increased by \$350,000 over the 2021-2025 budget as the cost factors used to create this order of magnitude estimate have been increased due to increase in construction and labor costs. This is an order of magnitude estimate, costs most likely will be revised as this project progresses.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		350,000	1,000,000	7,000,000				8,350,000
Administrator Proposed		350,000	1,000,000	7,000,000				8,350,000
CBTF Recommended		350,000	1,000,000	7,000,000				8,350,000
Board Approved Final		350,000	1,000,000	3,500,000				4,850,000

Project Name: 1006400 701 Building Facility Preservation 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Summary:

This project provides the basis for implementing an annual, on-going facility preservation project for the 701 Building, located at 701 4th Avenue S in Minneapolis, Minnesota. The project is intended to carry out major building system and infrastructure repairs, replacements and upgrades as necessary to ensure the long term viability of the County's real property assets.

Purpose & Description:

This project provides the basis for implementing an annual, on-going facility preservation program at the 701 Building, which is intended to carry out major building system and infrastructure repairs, replacements and upgrades as necessary to ensure the long term viability of the building. Typically, these projects are technically complex, may involve meeting code requirements, and are larger in scale and cost.

This project request is solely for the 701 Building mainly because accounting measures need to be kept separate from other County facilities covered by other preservation programs. This project request is based on information learned during a due diligence investigation prior to purchase of the facility in 2011, as well as operational experience gained since purchase. Additional information is continually learned about the facility through experience and staff observations enabling Facility Services to refine the five-year expense projection for this facility each year.

The County's pre-purchase review revealed that the building has been well maintained and is in good condition, but it is over 35-years old and replacements of infrastructure equipment and systems are to be expected. This project is requesting funds for: restroom renovations and ADA Upgrades, building automation replacement, lighting and lighting control modifications, HVAC work, lobby refurbishments and roof replacements.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO					600,000	600,000	600,000			1,800,000
Lease Revenues	700,000	700,000		600,000						1,300,000
Total	700,000	700,000		600,000	600,000	600,000	600,000			3,100,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	600,000		600,000	500,000	500,000	500,000	500,000			2,600,000
Consulting	75,000		75,000	50,000	50,000	50,000	50,000			275,000
Contingency	25,000		25,000	50,000	50,000	50,000	50,000			225,000
Total	700,000		700,000	600,000	600,000	600,000	600,000			3,100,000

Project Name: 1006400 701 Building Facility Preservation 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	700,000	750,000	750,000	750,000	750,000			3,700,000
Administrator Proposed	700,000	600,000	600,000	600,000	600,000			3,100,000
CBTF Recommended	700,000	600,000	600,000	600,000	600,000			3,100,000
Board Approved Final	700,000	600,000	600,000	600,000	600,000			3,100,000

Scheduling Milestones (major phases only):
2021 Workplan includes (\$2,395,000):

- Revolving Door Replacement (\$210,000)
- Energy Management Study (\$130,000)
- Transformer Replacements (\$35,000)
- ADA Restroom Accessibility Updates (\$165,000)
- Building Envelope Study (\$80,000)
- Finalize Exterior Terrazzo (\$65,000)
- Interior Terrazzo Replacement skyway (\$130,000)
- Finalize automated faucets and flush valves (\$100,000)
- Lighting Efficiency Modifications & Controls (\$585,000)
- Mechanical Modifications Skyway (\$495,000)
- Building Automation System Improvements (\$400,000)

Project's Effect on County Priorities and the Operating Budget:
 Effects on the operating budget cannot be quantified, but reductions to the future operational repair expenses are expected.

Changes from Prior CIP:
 The 2022 estimate has decreased by \$600,000 from the 2021-2025 budget as the annual workplan has been decreased and shifted outward.

Board Resolutions / Supplemental Information:

Planned work for 2022 (\$600,000):

- Energy Management System Updates (\$505,000)
- Transformer Replacements (\$35,000)
- Replace Seals, Valve Replacement for Expansion Tanks (\$35,000)
- Buss Torquing (\$25,000)

Anticipated Workplan:

- 2023 (\$ 600,000): Architectural (\$260k), Electrical (\$325k), Mechanical (\$15k)
- 2024 (\$ 600,000): Architectural (\$175k), Life Safety (\$60k), Electrical (\$165k), Mechanical (\$195k)
- 2025 (\$ 600,000): Architectural (\$390k), Electrical (\$195k)
- 2026 (\$1,900,000): Architectural (\$195k), Electrical (\$25k), Mechanical (\$30k), Roofing (\$1.65m)

This project is preceded by the following capital project:

- 701 Building Facility Preservation 2016-2020 (1002159)
- Funded Budget: \$6,900,000
- Expenditures & Encumbrances: \$2,465,000
- Outstanding Invoices from CBRE: \$1,400,000
- Balance as of 12/31/2021: \$3,035,000

Note: This project will be coordinated with another capital project, 701 Building Façade Restoration (1005285)

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		700,000	750,000	750,000	750,000	750,000		3,700,000
Administrator Proposed		700,000	750,000	750,000	750,000	750,000		3,700,000
CBTF Recommended		700,000	750,000	750,000	750,000	750,000		3,700,000
Board Approved Final		700,000	750,000	750,000	750,000	750,000		3,700,000

Project Name: 1005285 701 Building Facade Restoration
Major Program: Operations
Department: Facility Services

Funding Start: 2023
Funding Completion: 2023

Summary:

The façade is currently showing de-bonding of the finish paint on the aluminum trim and glazing mullions. This project request is being kept separate from the current 701 Building Facility Preservation 2016-2020 (#1002159) due to the level of cost, and the visibility and complexity of work involved. This project request is based on information learned during a recent investigation into the cause and extent of the de-bonding by forensic consultants from Encompass, Inc.

Purpose & Description:

This project, located at the 701 Building at 701 4th Avenue S in Minneapolis, Minnesota will provide for restoration of the aluminum trim and curtainwall system finishes. Restoration prevents further delamination of the paint finish, prevents corrosion of the base aluminum trim components and allows spot replacements of glazing gaskets and mullion seals preventing moisture intrusion into the curtainwall system and the building's interior.

The County's pre-purchase review revealed that the building had been well maintained and is in overall good condition, but it is thirty-five years old, and replacements of infrastructure equipment and systems are to be expected. This work is in addition to elevator refurbishments, mechanical equipment replacements, a fire alarm system replacement, roofing replacements (smaller terrace roofs), HVAC control work and other mechanical upgrades that were expected and are being completed at this facility.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO					3,000,000					3,000,000
Total					3,000,000					3,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Contingency					3,000,000					3,000,000
Total					3,000,000					3,000,000

Project Name: 1005285 701 Building Facade Restoration	Funding Start: 2023
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested			3,000,000					3,000,000
Administrator Proposed			3,000,000					3,000,000
CBTF Recommended			3,000,000					3,000,000
Board Approved Final			3,000,000					3,000,000

Scheduling Milestones (major phases only):
 Scoping: 2017
 Design: 2023
 Procurement: 2023
 Construction: 2023-2024
 Completion: 2023-2024

Project's Effect on County Priorities and the Operating Budget:
 None.

Changes from Prior CIP:
 No changes.

Board Resolutions / Supplemental Information:

The building is connected to the Minneapolis skyway system and includes a skyway level conference center and retail space. The main floor contains a fitness center and Hennepin County's Be Well Clinic. Built as a slab on grade structure without a basement, the building has a small paved plaza on the corner of 7th St and 4th Ave S.

Options considered, with estimated construction costs:

- Rehab of only the mullions and trim components showing distress \$750,000
- Refinishing all mullions and trim components \$2,500,000
- Replacement of mullions and glazing seals, repaint other trim components \$2,800,000 - \$3,000,000

This request would cover a combination of the second and third options, refinishing all aluminum components and replacing glazing seals where needed and includes consulting costs. The first option does not prevent further problems in the future and presents the issue of matching paint colors.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			3,000,000					3,000,000
Administrator Proposed			3,000,000					3,000,000
CBTF Recommended			3,000,000					3,000,000
Board Approved Final			3,000,000					3,000,000

Project Name: 1008045 Target Field Station Parking Ramp Security Mods
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2022

Summary:

This project will provide secure access to the Target Field Station parking garage by securing elevator vestibules, enclosing parking entrances, updating parking controls, enhanced security, and adding high speed roll up gates to parking entrances.

Purpose & Description:

The purpose of this project is to secure access to the Target Field Station parking garage. The garage is currently open 24/7. Vestibules and garage entrances are open to pedestrians and non-parkers which has resulted in substantial annual security and maintenance costs.

New parking equipment, digital signage, and vehicle access will also allow for adapting the Target Field station parking garage to changing traffic flows during large scale events. Vehicle parking entrances can be changed to accommodate any situation. Both unidirectional and bidirectional traffic flow options will be available with new equipment.

This project seeks to mitigate the ongoing security issues with the Target Field Station parking garage. This project includes securing all three elevator vestibules. Fully enclosing the two parking entrances. Adding high speed roll up gates to both vehicle parking entrances, and adding additional cameras, parking equipment, intercoms, and two multi-access user interfaces.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	985,000	48,901	936,099	515,000						1,500,000
Total	985,000	48,901	936,099	515,000						1,500,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	581,000		581,000	424,000						1,005,000
Consulting	30,000	75,836	(45,836)							30,000
Equipment	254,000		254,000	21,000						275,000
Other Costs		367	(367)	40,000						40,000
Contingency	120,000		120,000	30,000						150,000
Total	985,000	76,203	908,797	515,000						1,500,000

Project Name: 1008045 Target Field Station Parking Ramp Security Mods	Funding Start: 2021
Major Program: Operations	Funding Completion: 2022
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	985,000	515,000						1,500,000
Administrator Proposed	985,000	515,000						1,500,000
CBTF Recommended	985,000	515,000						1,500,000
Board Approved Final	985,000	515,000						1,500,000

Scheduling Milestones (major phases only):

Scoping: Feb 2019
 Design: Jul 2019
 Procurement: May 2021
 Re-Bidding: Nov 2021
 Construction: Mar 2022
 Completion: Sep 2022

Project's Effect on County Priorities and the Operating Budget:

Programming and maintaining of the additional parking and security equipment. Potentially saving operations money due to ongoing security costs and vandalism.

Changes from Prior CIP:

The 2022 estimate has increased by \$515,000 over the 2021-2025 budget due to increases in construction and labor costs, and bidding the project during an unfavorable bidding climate. The scope of the project has not changed since initially conceived in 2019, the project was bid in May, with the goal of finishing in late September of 2021. However, many large general contractors were already booked for the summer, thus they could not accommodate the short tight construction schedule. Additionally, the post-pandemic construction environment created shortages in labor, and increased costs parts and equipment. Even though the project was re-estimated in April 2021, the summer bidding market was very volatile and prices fluctuated so much in the months leading up to the bids, causing the project to be over-bid.

Board Resolutions / Supplemental Information:

The many stakeholders outside of Hennepin County have been made aware of the potential changes to Target Field Station and agree with the proposed changes. These stakeholders include the Minnesota Twins, Metro Transit, Lion Hotel Group, HERC and City of Minneapolis.

Project Updates:

- Project scoping began in February 2019, Paul Gates Architect was selected as the project architect.
- Design was finalized in July 2019,
- Project was estimated in July 2019 at \$865K by CPMI
- All design work in 2019 was funded from the Facility Services operating budget
- Project was issued for Best-Value procurement in May 2021, received only one proposal, and was substantially over bid
- Proposal reviewed by staff and Purchasing Department and agreed to rebid this project in late 2021
- Rebid will provide opportunity for more proposers with a better bidding environment

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		985,000						985,000
Administrator Proposed		985,000						985,000
CBTF Recommended		985,000						985,000
Board Approved Final		985,000						985,000

Project Name: 1006402 General Office Space & Furniture Mods. 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2023

Summary:

This project will fund general office space modifications as well as consulting for planning services in County buildings, including tenant improvements in non-County facilities (leased spaces).

Purpose & Description:

One of the ongoing efforts of Facility Services is to monitor office space utilization for efficiency and appropriateness of layout in support of various County programs. Another ongoing effort involves identification of local space surpluses or shortages depending on the changes made to organizational structures and modes of service delivery. As opportunities for improvement become known, space reconfigurations become important tools in taking advantage of the opportunities. Other situations that could arise involve customer area furniture replacement due to excessive wear and tear and employee furniture replacement to resolve ergonomic problems and avoid injuries.

Since these situations often develop rapidly, there is a need to have immediate funding available for planning and programming, design, construction work and furniture acquisition. Availability of funds will allow for previously unidentified but critical space reconfigurations to be implemented in a timely fashion. The final scope and cost of such space reconfiguration projects will be developed and submitted to County Administration for approval before implementation is begun.

Typical modifications might include layout changes of private offices, open workstations, conference rooms, and support spaces, along with related changes required for the HVAC, fire protection, building security, lighting and voice/data/power cabling systems and purchase of new furniture where required. The scope of work also includes purchase and installation of furniture in spaces used by customers and staff.

In addition, this project supports Hennepin County's new Remote 1st hybrid work model which could include the design, construction and furnishings of employee engagement zones around the county.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	5,000,000	177,033	4,822,967	2,000,000	1,000,000					8,000,000
Total	5,000,000	177,033	4,822,967	2,000,000	1,000,000					8,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	4,000,000	658,727	3,341,273	1,600,000	800,000					6,400,000
Consulting	500,000	67,369	432,631	200,000	100,000					800,000
Equipment		123,813	(123,813)							
Furnishings		40,883	(40,883)							
Other Costs		750	(750)							
Contingency	500,000		500,000	200,000	100,000					800,000
Total	5,000,000	891,541	4,108,459	2,000,000	1,000,000					8,000,000

Project Name: 1006402 General Office Space & Furniture Mods. 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	5,000,000	2,000,000	1,000,000					8,000,000
Administrator Proposed	5,000,000	2,000,000	1,000,000					8,000,000
CBTF Recommended	5,000,000	2,000,000	1,000,000					8,000,000
Board Approved Final	5,000,000	2,000,000	1,000,000					8,000,000

Scheduling Milestones (major phases only): To be determined.
Project's Effect on County Priorities and the Operating Budget: To be determined.
Changes from Prior CIP: No changes.

Board Resolutions / Supplemental Information: This project may see significant use by County Administration for immediate and minor office remodeling, as COVID-19 and other unforeseen drivers could potentially cause consolidation and/or re-organization of department office spaces. Potential scope items that are being decided at this time include: <ul style="list-style-type: none"> • Misc. office remodeling as return to work strategies evolve (TBD) • Temporary employee collaboration centers (2 @ \$250,000 ea.) <i>Potentially located at Eden Prairie Service Center and Government Center A-18</i> • Permanent employee collaboration centers outside downtown (up to 3 @ \$1,000,000 ea.)

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		5,000,000	750,000	750,000	750,000	750,000		8,000,000
Administrator Proposed		5,000,000	750,000	750,000	750,000	750,000		8,000,000
CBTF Recommended		5,000,000	750,000	750,000	750,000	750,000		8,000,000
Board Approved Final		5,000,000	750,000	750,000	750,000	750,000		8,000,000

Project Name: 1006401 Accessibility Modifications 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

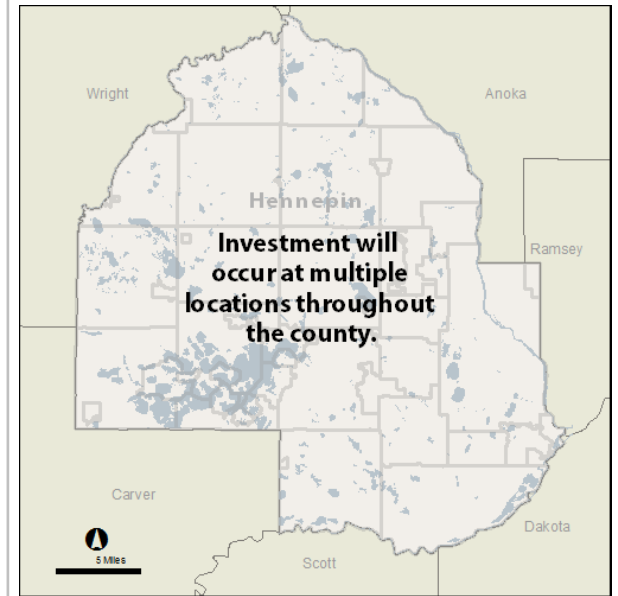
Summary:

This funding source is for facility projects that address needs throughout all Hennepin County buildings as identified by the Accessibility program.

Purpose & Description:

Hennepin County is responsible for ensuring that its facilities are accessible to persons with disabilities. The American with Disabilities ACT (ADA) addresses handicap accessibility via legislation at the Federal level. The State of Minnesota Accessibility Code has many similarities to the ADA and addresses issues at the state level, both with goals to reduce participation disparities experienced by people with disabilities. The ADA legislation requires Hennepin County to improve access to the workplace for employees and facilities for persons seeking services. Over the past several years a number of accessibility issues have been identified at the various County facilities requiring modifications. There is a need for funding to address accessibility issues and ensure "equal opportunity" for people with disabilities.

This funding source will provide the opportunity to address issues identified by the accessibility program in a timely and responsible manner. One tool involves facility reviews starting in 2014, approximately 50 owned and/or lease locations have been reviewed and issues detailed and classified. At the current pace, all owned and leased facilities will be reviewed by 2024. Facility Services and/or County staff can identify accessibility issues this funding will allow those issues to be addressed. Finally, there is a need for accommodations to address unanticipated issues raised by employees and the public. Funding is required on a yearly basis contingent upon depletion of the previous year's funding.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	250,000		250,000	250,000	250,000	250,000	250,000			1,250,000
Total	250,000		250,000	250,000	250,000	250,000	250,000			1,250,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	195,000		195,000	195,000	195,000	195,000	195,000			975,000
Consulting	30,000		30,000	30,000	30,000	30,000	30,000			150,000
Contingency	25,000		25,000	25,000	25,000	25,000	25,000			125,000
Total	250,000		250,000	250,000	250,000	250,000	250,000			1,250,000

Project Name: 1006401 Accessibility Modifications 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	250,000	250,000	250,000	250,000	250,000			1,250,000
Administrator Proposed	250,000	250,000	250,000	250,000	250,000			1,250,000
CBTF Recommended	250,000	250,000	250,000	250,000	250,000			1,250,000
Board Approved Final	250,000	250,000	250,000	250,000	250,000			1,250,000

<p>Scheduling Milestones (major phases only):</p> <p>Planned work in 2020 & 2021: (all work funded by prior capital project #1002156)</p> <ul style="list-style-type: none"> • HCGC C tower Riser Project (\$300,000) • City Hall Quad 7F Restroom Mods (\$155,000) • Auto Assist Door Openers, multiple locations (\$40,000) <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>Increases to program's operating budget may need to cover some accessibility</p> <p>Changes from Prior CIP:</p> <p>No changes.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The intent of this project is to address accessibility issues as identified through site reviews for compliance with applicable state and federal, codes, laws and design guidelines pertaining to accessibility for persons with disabilities, complaints or as requested by specific individuals as a reasonable accommodation.</p> <p>Examples of work would include:</p> <ul style="list-style-type: none"> • consulting fees for site reviews to identify areas of improvement • modifications to provide compliant accessible routes of egress and parking • toilet room modifications • employee specific assistive listening modifications • power-assisted door openers to meet employee-specific needs identified by MN Certified Accessibility Specialists, physicians or other qualified health/ergonomic experts. <p>Work is prioritized by reasonable accommodations, complaints and issues identified during site reviews. Facility Services will first target owned facilities with an emphasis on Priority 1 and 2 items as well as parking, routes of egress, restrooms, signage and electronic door assists.</p> <p>In 2018, County Administration has made a commitment to disparity reduction for its residents. Capital funding through this project will help address needs for persons with disabilities seek services they need by helping eliminate barriers.</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		250,000	250,000	250,000	250,000	250,000		1,250,000
Administrator Proposed		250,000	250,000	250,000	250,000	250,000		1,250,000
CBTF Recommended		250,000	250,000	250,000	250,000	250,000		1,250,000
Board Approved Final		250,000	250,000	250,000	250,000	250,000		1,250,000

Project Name: 1006554 County-wide Lactation Room Refurbishments
Major Program: Operations
Department: Facility Services

Funding Start: 2019
Funding Completion: 2024

Summary:

This project will provide lactation rooms in buildings that don't have enough rooms to meet the Hennepin County guidelines set forth by Human Resources. This project will also refurbish existing lactation rooms located throughout the county to make them more consistent in appearance and functionality.

Purpose & Description:

Hennepin County Facility Services operates and manages over 109 owned and leased facilities that encompass over 6.9 million square feet. Within that space the county currently has thirty-three (33) lactation rooms in use. A lactation room is a secure, private space where a nursing mother can use a breast pump. The current condition of these lactation rooms varies widely in the condition and functionality of the space.

This project will systematically refurbish existing lactation rooms to make them more consistent in appearance and functionality, the rooms will be more uniform in design that complies with federal law. If possible, they will include a sink, and a work surface as space allows. This project will also add lactation rooms throughout the county as needed.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	270,000	108,764	161,236		140,000	140,000				550,000
Total	270,000	108,764	161,236		140,000	140,000				550,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	223,000	105,043	117,957		126,000	130,000				479,000
Furnishings	34,000	3,064	30,936							34,000
Other Costs		657	(657)							
Contingency	13,000		13,000		14,000	10,000				37,000
Total	270,000	108,764	161,236		140,000	140,000				550,000

Project Name: 1006554 County-wide Lactation Room Refurbishments	Funding Start: 2019
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	270,000		140,000	140,000				550,000
Administrator Proposed	270,000		140,000	140,000				550,000
CBTF Recommended	270,000		140,000	140,000				550,000
Board Approved Final	270,000		140,000	140,000				550,000

<p>Scheduling Milestones (major phases only):</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The average cost for a lactation room ranges from \$10,000 for a light upgrade to \$35,000 a newly created room.</p> <p>Following rooms will be updated in 2021 to meet new standards:</p> <ul style="list-style-type: none"> ● Ridgedale 127A ● Brookdale 615 ● 701 Building 1445 ● HCGC A0816 ● HCGC A692A ● HSB L30 <p>Additionally, the budget allows the following scope as needed in 2021:</p> <ul style="list-style-type: none"> ● Create 4 new lactation rooms at Northpoint (\$100,000) ● Create 2 new rooms ● renovate 1 existing room ● renovate 2 existing rooms with minor renovation <p>For 2022 the budget allows the following scope as needed:</p> <ul style="list-style-type: none"> ● Create 2 new rooms ● Renovate 2 existing rooms <p>Note: The Downtown Campus Master Plan projects will create/modify additional lactation rooms as part of its remodeling scope.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>None.</p>	
<p>Changes from Prior CIP:</p> <p>The 2022 estimate has decreased by \$60,000 from the 2021-2025 budget due to an anticipated decrease in need for additional lactation rooms across all county facilities.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	270,000		200,000	140,000				610,000
Administrator Proposed	270,000		200,000	140,000				610,000
CBTF Recommended	270,000		200,000	140,000				610,000
Board Approved Final	270,000		200,000	140,000				610,000

Project Name: 1007468 Countywide Inclusive Restroom Modifications
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2024

Summary:

This project will refurbish or create new gender inclusive (unisex) restrooms located throughout county facilities to accommodate public and staff needs.

Purpose & Description:

Hennepin County Facility Services operates and manages over 130 owned and leased facilities that encompass over 6.4 million square feet. Within that space the county maintains over 270 men's and women's public restrooms each, as well as nearly 200 unisex restrooms for public use.

In order to align with the County's Overarching goals of providing facilities which promote access to a clean environment, reinforce a safe environment, promote self-reliance, assure equal protection under the law and promote mobility, Hennepin County will be creating new gender neutral restrooms. There are both residents and staff who may find it uncomfortable to use a designated men's or women's restrooms for many reasons;

- People who do not identify their gender as male or female or who may not identify with either gender,
- Parents/caregivers whose children are a different gender from them, and,
- People with caregivers or personal attendants who are a different gender from them

A gender inclusive restroom, or unisex restroom, is a secure, private restroom with one toilet and a sink. Many of the county's current unisex restrooms have been installed in an ad hoc manner, resulting in inconsistencies and creating gaps in responding to this growing need. This project will organize and systematically remodel current restrooms and/or create all new unisex restrooms to make them gender inclusive for public and staff use.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	250,000		250,000		250,000	250,000				750,000
Total	250,000		250,000		250,000	250,000				750,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction		3,721	(3,721)							
Contingency	250,000		250,000		250,000	250,000				750,000
Total	250,000	3,721	246,279		250,000	250,000				750,000

Project Name: 1007468 Countywide Inclusive Restroom Modifications	Funding Start: 2020
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	250,000		250,000	250,000				750,000
Administrator Proposed	250,000		250,000	250,000				750,000
CBTF Recommended	250,000		250,000	250,000				750,000
Board Approved Final	250,000		250,000	250,000				750,000

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:
To be determined.

Changes from Prior CIP:
No changes.

Board Resolutions / Supplemental Information:
This budget is a placeholder estimate, a more detailed assessment will be completed in the fall of 2021 which will outline an approach for future work for this project.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	250,000		250,000	250,000				750,000
Administrator Proposed	250,000		250,000	250,000				750,000
CBTF Recommended	250,000		250,000	250,000				750,000
Board Approved Final	250,000		250,000	250,000				750,000

Project Name: 1006399 Carpet Replacement Program 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Summary:

This project provides for cyclical carpet replacement in various County buildings.

Purpose & Description:

When new buildings are constructed, or major remodeling takes place in existing buildings, carpet is always funded through the capital project. Replacement carpet, however, with a projected life of close to 15 years based on normal use, should be considered a capital expenditure. While carpet is an essential part of a building's infrastructure and the occupants' expectations for good, clean carpeting remain constant, funding for replacement through the maintenance budget is impossible to secure in the face of competition from the County's numerous core programmatic needs.

Use of carpet tile has provided for a more flexible, expedient and cost-effective solution for management of floor coverings in County buildings. Facility Services has already witnessed firsthand that carpet tiles have exceeded the Building Owners and Managers Association (BOMA) recommended 7-10 year cycle for broadloom carpet and that carpet tile may exceed their own anticipated 15-year life span.

With broadloom carpet, replacement was dictated by wear in high-traffic areas rather than when the overall carpet was worn. With the use of carpet tiles, targeted areas can be replaced without having to replace an entire room or floor. Carpet tiles in construction areas have been "lifted", cleaned, and reinstalled after construction in those areas eliminating the need to replace carpeting that may not have reached end of life. In addition, carpet tiles give users the ability to replace carpet without major relocation of staff, resulting in cost savings and less disruption to staff during replacement.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	150,000		150,000	500,000	350,000	150,000	500,000			1,650,000
Total	150,000		150,000	500,000	350,000	150,000	500,000			1,650,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	150,000		150,000	500,000	350,000	150,000	500,000			1,650,000
Total	150,000		150,000	500,000	350,000	150,000	500,000			1,650,000

Project Name: 1006399 Carpet Replacement Program 2021-2025	Funding Start: 2021
Major Program: Operations	Funding Completion: 2025
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	150,000	500,000	350,000	150,000	500,000			1,650,000
Administrator Proposed	150,000	500,000	350,000	150,000	500,000			1,650,000
CBTF Recommended	150,000	500,000	350,000	150,000	500,000			1,650,000
Board Approved Final	150,000	500,000	350,000	150,000	500,000			1,650,000

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:
None.

Changes from Prior CIP:
The 2022 estimate has increased by \$725,000 over the 2021-2025 budget due to the addition of a number of libraries that have been added to the scope as they will not be seeing a full scale refurbishment project in the near future.

Board Resolutions / Supplemental Information:

Work anticipated in 2021-2023 will include:

- 2021 - HSB (Small spaces on Lower Level thru 3rd Floor and all of 4th Floor)
- 2021 - JJC (Small spaces on Street & Lower Levels)
- 2021 - Government Center (LL conference rooms and Auditorium)
- 2022 - Plymouth Library
- 2022 - Maple Grove Library
- 2023 - Nokomis Library
- 2023 - Northeast Library

In general, the range of price for carpet replacement is between \$7.25/SF to \$7.75/SF. This price can include any number of the following items and is dependant upon each area needing carpeting.

- Moving of existing furniture;
- Removal and disposal of old carpeting;
- Removal of old adhesive if it will react with new adhesive (they may also encapsulate it);
- Possible adhesive abatement if old adhesive tests positive for asbestos;
- Floor prep or leveling of existing floor;
- New adhesive;
- Installation of new carpeting;
- Moving furniture back into place; and
- Purchase of additional attic stock material (can range from 5% to 30% depending on the facility)

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			300,000	200,000	150,000	125,000		775,000
Administrator Proposed			300,000	200,000	150,000	125,000		775,000
CBTF Recommended			300,000	200,000	150,000	125,000		775,000
Board Approved Final		150,000	300,000	200,000	150,000	125,000		925,000

Project Name: 1008782 ACF Work Release Building Demolition
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2022

Summary:

This project will demolish the Work Release Building located on the Adult Corrections Facility (ACF) campus in Plymouth, MN.

Purpose & Description:

The existing ACF Work Release Building is sited on the northern edge of the ACF campus bordered on the north by County Road 6, to the west by Vicksburg Lane, to the east by Shenandoah Avenue and the south by the Plymouth Regional Trail all in Plymouth, MN.

The ACF Work Release Building has been vacant for over 12 years. Changes in Department of Corrections and District Court policy has shifted to ankle bracelets for many in this population. Residents who are required to be detained at night and still allowed to work during the day, for work release, currently use the ACF Men's and ACF Women's Section detention facilities. Thus, there was no need to keep the former ACF Work Release Building operational for nighttime detention.

The existing building will be demolished entirely and is approximately 33,340 SF in area. Since the ACF Work Release and ACF Women's Section Buildings have building systems that are interconnected, these services will need to be separated and modifications made to the ACF Women's Section Building for it to stand on its own. A new exterior wall will also need to be constructed at the line where the two buildings connect. Site demolition will include the parking lot and light fixtures. Access road to the ACF Women's Section will be maintained.

Demolition of the ACF Work Release Building will allow for the potential for future development on the northeast section of this campus.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				1,985,000						1,985,000
Total				1,985,000						1,985,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				1,666,000						1,666,000
Consulting				162,000						162,000
Equipment				33,000						33,000
Contingency				124,000						124,000
Total				1,985,000						1,985,000

Project Name: 1008782 ACF Work Release Building Demolition	Funding Start: 2022
Major Program: Operations	Funding Completion: 2022
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		1,985,000						1,985,000
Administrator Proposed		1,985,000						1,985,000
CBTF Recommended		1,985,000						1,985,000
Board Approved Final		1,985,000						1,985,000

Scheduling Milestones (major phases only):
 Scoping: 2021
 Design: Q2 2022
 Procurement: Q3 2022
 Demolition: Q4 2022
 Completion: Q1 2023

Project's Effect on County Priorities and the Operating Budget:
 To be determined.

Changes from Prior CIP:
 This is a new request. This project will demolish the Adult Corrections Facility (ACF) Work Release building that is located on the ACF campus in Plymouth, MN.

Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008870 Ridgedale Service Center Remodeling
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2022

Summary:

This project will remodel approximately 3,800 SF of Resident and Real Estate Services' Ridgedale Service Center located on the 2nd floor of the Ridgedale Regional Center; 12601 Ridgedale Drive, Minnetonka, MN 55343.

Purpose & Description:

The intent of the project is to remodel and modernize original portions of the Ridgedale Service Center to align space with adjacent, recently constructed and expanded service counters and public waiting areas in order to improve operations at one of the busiest licensing centers in the county. This service center has been open at this site since the 1980s and prior to that, services were provided at the Ridgedale Mall dating back to 1974. Current counters in the original portion requested to be remodeled were installed in 2003 as part of a renovation. To meet increasing demand for services, a service counter expansion into the adjacent Human Services' space was completed in 2015. In order to meet pent up backlog of services to residents due to the Covid-19 pandemic, utilizing CARES funding, an additional seven (7) service counters were added in late 2020 by expanding into to the aforementioned Human Services' space, which had been vacated.

Due to extensive use and general wear and tear, the original service center space is out of date, millwork/cabinetry is in disrepair, the work areas are not adequate to accommodate the increasing technology needs (both in terms of space, and lack of data ports), and the counter flow does not account for the new, adjacent expansion areas which leads to customer confusion. Various portions of existing infrastructure often cannot be repaired due to the nature and time frame in when it was built. Changes are necessary to continue to meet State policy/statutory standards for Deputy Registrars. This modernization is required to continue high level service to customers and provide an adequate work environment for staff.

This project would modify various components within several spaces. These items include, but are not limited to the following spaces: The waiting and service counter area consists of updating the service counter to provide an estimated ten modern counter; creating two driver's license backdrop stations; updating the finishes, providing new furniture and updating the power and data as applicable. The offices adjacent to the service area will receive new finishes, furniture and required power and data. The existing conference room next to the offices will receive updated finishes, furniture and power and data. Two existing and awkwardly shaped break areas will be combined to create one unified break room for RRES staff. The break room will have a combination of new and reused furniture, updated finishes, new millwork and appliances, and updated power and data as applicable.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				1,500,000						1,500,000
Total				1,500,000						1,500,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				1,059,000						1,059,000
Consulting				139,000						139,000
Equipment				32,000						32,000
Furnishings				71,000						71,000
Other Costs				3,000						3,000
Contingency				196,000						196,000
Total				1,500,000						1,500,000

Project Name: 1008870 Ridgedale Service Center Remodeling	Funding Start: 2022
Major Program: Operations	Funding Completion: 2022
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		1,500,000						1,500,000
Administrator Proposed		1,500,000						1,500,000
CBTF Recommended		1,500,000						1,500,000
Board Approved Final		1,500,000						1,500,000

Scheduling Milestones (major phases only):

Design 1st / 2nd Quarter - 2022
 Construction 3rd / 4th Quarter - 2022
 Occupancy Late 2022

Project's Effect on County Priorities and the Operating Budget:

Remodeling of the service center will improve efficiencies in service delivery.

Changes from Prior CIP:

This is a new project. This project will remodel approximately 3,800 SF of Resident and Real Estate Services' Ridgedale Service Center.

Board Resolutions / Supplemental Information:

Resident & Real Estate Services has eight service centers spread out geographically within the county:

- Government Center Service Center located in the Lower Level of the Hennepin County Government Center
- Brookdale Service Center located at the Brookdale Regional Center in Brooklyn Center
- Maple Grove Service Center, leased, in Maple Grove
- Midtown Exchange Service Center, on the lower level of the Midtown Exchange on Lake St. in S. Mpls.
- Ridgedale Service Center located on the 2nd floor of the Ridgedale Regional Center
- Southdale Service Center located within the Southdale Mall
- University of Minnesota - off site (Coffman Union)
- North Minneapolis located in the N. Mpls. Human Service Center in N. Mpls.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008987 Countywide HVAC Covid Response
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2024

Summary:

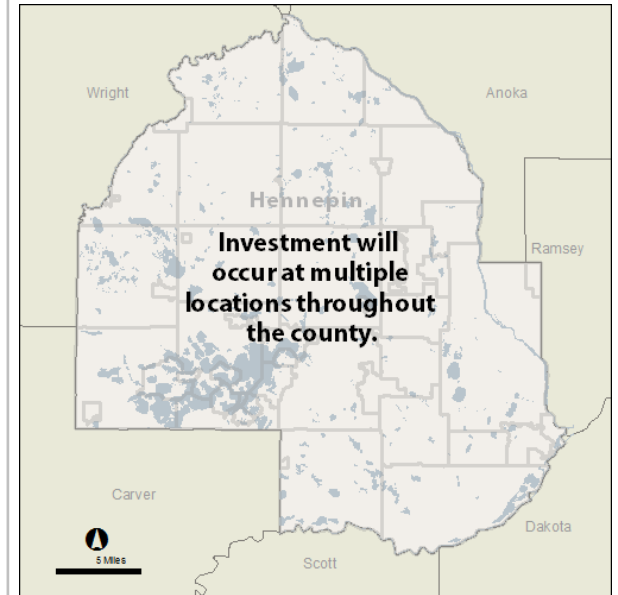
This project will maintain a safe level of ventilation while improving operational efficiency and reducing energy use at county facilities.

Purpose & Description:

As a result of the COVID-19 public health emergency and based on recommended best practices per the Center of Disease Control and the American Society of Heating, Refrigeration, Air-Conditioning (HVAC) Engineers for providing safe buildings to the public, Hennepin County made improvements to the ventilation system in its facilities to reduce the spread of COVID.

This project will maintain a safe level of ventilation while improving operational efficiency and reducing energy use at county facilities. Priority will be given to 24/7 facilities such as correctional institutions plus other key buildings serving residents such as the Government Center.

Funding will be used to study and implement needed improvements to building HVAC and control systems in county facilities. This will allow better management of energy use and reduced operational costs associated with maintaining pandemic level ventilation requirements.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Federal - Other				3,000,000	4,000,000	1,000,000				8,000,000
Total				3,000,000	4,000,000	1,000,000				8,000,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				2,100,000	2,800,000	700,000				5,600,000
Consulting				600,000	800,000	200,000				1,600,000
Contingency				300,000	400,000	100,000				800,000
Total				3,000,000	4,000,000	1,000,000				8,000,000

Project Name: 1008987 Countywide HVAC Covid Response	Funding Start: 2022
Major Program: Operations	Funding Completion: 2024
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested								
Administrator Proposed		3,000,000	4,000,000	1,000,000				8,000,000
CBTF Recommended								
Board Approved Final		3,000,000	4,000,000	1,000,000				8,000,000

<p>Scheduling Milestones (major phases only):</p> <p>Study: 2022 Implementation: 2022-2024 Filter maintenance: 2022-2024</p> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>This project will improve the efficiency of operating under pandemic conditions while maintaining safe indoor air conditions. The efficiencies will result in reduced energy costs and less maintenance issues.</p> <p>Changes from Prior CIP:</p> <p>This is a new project request. This project will maintain a safe level of ventilation while improving operational efficiency and reducing energy use at county facilities.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The County Board approved 2022 budgeted revenues of \$3,000,000 for this project will come from 2021 American Rescue Plan Act (ARPA) funds. The budget and actuals for these funds, although authorized as part of the 1008987 Countywide HVAC Covid Response project, will be tracked under project 1008880, which tracks ARPA funds across the county.</p> <p>This project will include the following components:</p> <ul style="list-style-type: none"> • Consulting (\$250,000) - Review ventilation and controls at all county buildings • HVAC equipment (\$5,000,000) - Modifications to reduce operational costs and energy use • Air filters (\$750,000) - To ensure continue use of MERV 13 filters or higher • Building controls (\$2,000,000) - Standardize control strategies for pandemic mode to save energy <p>Resolution 21-0409, passed on 11/16/21: BE IT RESOLVED, that up to \$5,000,000 of federal funding from the Coronavirus Local Fiscal Recovery Fund available under section 603 of the Social Security Act, as added by section 9901 of the American Rescue Plan Act ("Federal Pandemic Funds"), to be utilized for eligible costs, operations and services to improve the efficiency of the heating, ventilation, and air conditioning (HVAC) systems operating in pandemic conditions...</p>
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Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 0031317 MBC Life/Safety Improvements
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 1995
Funding Completion: 2022

Summary:

This project upgrades and improves the infrastructure of the City Hall / Courthouse so that it abides by International and Minnesota Building Code for high rise office buildings and incorporates newly adopted code changes and State Amendments.

Purpose & Description:

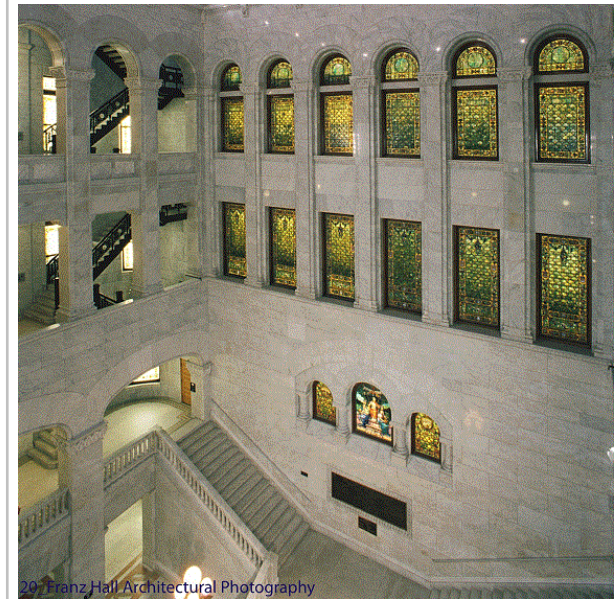
Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire would have a substantial adverse effect on the public services provided by City and County departments located in the building.

A serious fire in the City Hall / Courthouse could have a significant effect on critical public services housed in the building including police, fire, emergency communications (911), Adult Detention Center and courts. The interruption of 911 services due to a fire in the building, for instance, could have citywide impact. Other important functions include offices for the Mayor, City Council, Finance Department and Public Works, and the Hennepin County Sheriff's Office.

The MBC life safety program includes installation of building sprinkler, fire alarm, smoke detection and public address systems, update of building exits and stairs, and installation of fireproofing and smoke barriers. Emergency lighting, life safety power systems, and structural beam upgrades are also included.

The Stage related projects are being coordinated with several projects including the MBC's Mechanical Systems Upgrade, and space reconfiguration and computer infrastructure upgrades by the City and County. MBC initiatives to upgrade the electrical wiring, plumbing, lighting, floor coverings, wall coverings and ceilings are also being completed in the spaces during the Life Safety project.

The remaining Life Safety work inside the boundaries of final stages (including stages 15, 19, 20 and 21) will be completed simultaneously with the MBC Mechanical Systems Upgrade project to gain economies of scale and minimize disruption.



20 Franz Hall Architectural Photography

REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	767,000	767,000								767,000
Bonds - GO	6,305,000	2,742,747	3,562,253	3,034,500						9,339,500
Other		2,219,518	(2,219,518)							
Total	7,072,000	5,729,265	1,342,735	3,034,500						10,106,500

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land		1,165,153	(1,165,153)							
Construction	5,549,000	1,792,932	3,756,068	3,034,500						8,583,500
Consulting	947,000	66,600	880,400							947,000
Other Costs		2,721,517	(2,721,517)							
Contingency	576,000		576,000							576,000
Total	7,072,000	5,746,202	1,325,798	3,034,500						10,106,500

Project Name: 0031317 MBC Life/Safety Improvements	Funding Start: 1995
Major Program: Operations	Funding Completion: 2022
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	7,072,000	3,034,500						10,106,500
Administrator Proposed	7,072,000	3,034,500						10,106,500
CBTF Recommended	7,072,000	3,034,500						10,106,500
Board Approved Final	7,072,000	3,034,500						10,106,500

Scheduling Milestones (major phases only):

Schedule for the remaining four Mechanical/Life Safety (MLS) Stages (Stages 15, 19, 20, and 21):

- Phase 1 (Stage 19) and Phase 2 (Stage 15) Design: 2020
- Phase 1 (Stage 19) Bidding, Procurement and Construction: 2020/2021
- Phase 2 (Stage 15) Bidding, Procurement and Construction: 2021
- Phase 3 (Stages 20 and 21) Design: 2021
- Phase 3 (Stages 20 and 21) Bidding, Procurement and Construction: 2022

Project's Effect on County Priorities and the Operating Budget:

It has been established that a fully sprinkled building would reduce the annual insurance premium by 30%, which equates to approximately \$12,000 in annual savings.

Changes from Prior CIP:

The 2022 estimate has decreased \$83,500 from the 2021-2025 estimate as bids for phase 2 work came in under budget and some scope was removed from phase 3.

Board Resolutions / Supplemental Information:

Total project costs are shared 50/50 with the City of Minneapolis.

In general, sprinkler, fire alarm, smoke detector, public address system, fire proofing upgrades and asbestos abatement will be completed simultaneously with the MBC Mechanical Systems Upgrade project (#0031483).

All improvements to County occupied spaces have been completed. The remaining four stages involve City of Minneapolis space. Scheduling of the remaining Life Safety and Mechanical stage-work (Stages 15, 19, 20, and 21) is in collaboration with the City.

In conjunction with the City's new Public Service Building and expiring City leases, various offices in the City Hall/Courthouse including the Stages 19, 15, 20, and 21 areas, are being planned for restacking. MBC and the City are working in partnership to complete the Life Safety and Mechanical Stagemwork and office re-stacking. The project is being phased to meet available funding and the City's occupancy schedule. As outlined in the Scheduling Milestones section, the MBC's 2020 work is being funded with available capital funds, and the Life Safety and Mechanical capital budget requests for 2021 and 2022 will fund the remaining design and construction work to complete the Stagemwork.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	5,780,000	1,292,000	2,772,000					9,844,000
Administrator Proposed	5,780,000	1,292,000	2,772,000					9,844,000
CBTF Recommended	5,780,000	1,292,000	2,772,000					9,844,000
Board Approved Final	5,780,000	1,292,000	3,118,000					10,190,000

Project Name: 0031483 MBC Mechanical Systems Upgrades
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 1995
Funding Completion: 2022

Summary:

This project will upgrade mechanical and life safety systems in approx. 15,000 square-foot sections of the City Hall/Courthouse every six to eight months through the year 2023. The project is being coordinated with several projects including the MBC's Life Safety Upgrade, removal of asbestos, space reconfiguration and computer infrastructure upgrades by the City and County.

Purpose & Description:

The MBC Mechanical Systems Upgrade project includes renovation and upgrade of the heating, ventilating, and air conditioning systems in the Minneapolis City Hall/Courthouse building. These upgrades are being completed based on a 1989 report prepared by Hammel Green and Abrahamson (HGA). The design includes air-handling units, a new ductwork distribution system with VAV boxes, electronic controls, hot water finned tube radiation, exhaust systems for special-equipment hoods and apparatus, restrooms, and restroom exhausts.

This project request also includes some electrical non-life safety wiring, plumbing, temporary walls and partitions, and some ceilings and structural components all related to the HVAC systems. Most of the ceiling and general construction components are also completed in the spaces during the project.

The 1989 engineering study reported the majority of the existing systems were antiquated and undersized, providing inadequate ventilation and poor temperature control throughout the building. In some areas, heating piping is severely corroded and intermittent ruptures have damaged the building and equipment, as well as interrupted work for building tenants. There is concern that many components of the existing system could fail prior to their scheduled replacement. An aggressive schedule is required to replace equipment before it ceases functioning. The report identified 20 phases of work. Phasing outlined in this report was modified in 2002 to better allow for work and occupancy of adjoining areas to occur. The first four phases were completed as originally planned. With the addition of the Interior Court areas in 2003, a new construction schedule with 23 stages was developed.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Property Tax	75,000	75,000								75,000
Bonds - GO	13,058,200	5,351,448	7,706,752	1,451,500						14,509,700
Other		4,735,092	(4,735,092)							
Total	13,133,200	10,161,541	2,971,659	1,451,500						14,584,700
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Land		2,040,040	(2,040,040)							
Construction	10,799,400	7,988,948	2,810,452	1,451,500						12,250,900
Consulting	1,197,100	128,276	1,068,824							1,197,100
Equipment		14,620	(14,620)							
Other Costs		3,745	(3,745)							
Contingency	1,136,700		1,136,700							1,136,700
Total	13,133,200	10,175,629	2,957,571	1,451,500						14,584,700

Project Name: 0031483 MBC Mechanical Systems Upgrades	Funding Start: 1995
Major Program: Operations	Funding Completion: 2022
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	13,133,200	1,451,500						14,584,700
Administrator Proposed	13,133,200	1,451,500						14,584,700
CBTF Recommended	13,133,200	1,451,500						14,584,700
Board Approved Final	13,133,200	1,451,500						14,584,700

Scheduling Milestones (major phases only):

The current schedule anticipates completion of Stages 15 and 19 in years 2020 and 2021 to coincide with City tenant improvements in those spaces, and completion of the final two areas, Stages 20 and 21 in 2022 and 2023. These remaining Stages - 15, 19, 20, and 21, are considered City space.

Anticipated schedule for the remaining four Mechanical/Life Safety (MLS) Stages (Stages 15, 19, 20, and 21):

- Phase 1 (Stage 19) and Phase 2 (Stage 15) Design: 2020
- Phase 1 (Stage 19) Bidding, Procurement and Construction: 2020/2021
- Phase 2 (Stage 15) Bidding, Procurement and Construction: 2021
- Phase 3 (Stages 20 and 21) Design: 2021
- Phase 3 (Stages 20 and 21) Bidding, Procurement and Construction: 2022

Project's Effect on County Priorities and the Operating Budget:

It was estimated that the installation of four Energy Recovery Units (ERU) have been saving approximately \$160,000 per year (\$40,000 per EAU).

MBC received the City's Building Energy Challenge Achievement Award in 2019. The City Hall/Courthouse building improved energy efficiency and reduced energy related greenhouse gas emissions by more than 15% from 2014 to 2017 and 32% from 2012 to 2016.

Changes from Prior CIP:

The 2022 estimate has decreased \$977,500 from the 2021-2025 estimate as bids for phase 2 work came in under budget and some scope was removed from phase 3.

Board Resolutions / Supplemental Information:

Total project costs are shared 50/50 with the City of Minneapolis.

In general, the Mechanical Systems Upgrade Project will be completed simultaneously with the MBC Life Safety Improvements Project (#0031317).

All improvements to County occupied spaces have been completed. The remaining four stages involve City of Minneapolis space. Scheduling of the remaining Life Safety and Mechanical stage-work (Stages 15, 19, 20, and 21) is in collaboration with the City.

In conjunction with the City's new Public Service Building and expiring City leases, various offices in the City Hall/Courthouse including the Stages 19, 15, 20, and 21 areas, are being planned for re-stacking. MBC and the City are working in partnership to complete the Life Safety and Mechanical Stagemwork and office re-stacking. The project is being phased to meet available funding and the City's occupancy schedule. As outlined in the Scheduling Milestones section, the MBC's 2020 work is being funded with available capital funds, and the Life Safety and Mechanical capital budget requests for 2021 and 2022 will fund the remaining design and construction work to complete the Stagemwork. After the completion of the installation of ERU 3 in 2012, fresh air systems provide an estimated 100% of the required outside air. Note the ERU's, originally scheduled for 2015, were moved up on the construction schedule due to operating cost savings potential. ERU 2, 1 and 4 were installed in 2008 and 2009.

The HGA Design Development report completed in 1989 identified 20 phases of work. Phasing outlined in this report was modified in 2002 to better allow for work and occupancy of adjoining areas to occur. The first four phases were completed as originally planned. With the addition of the Interior Court areas in 2003, a new construction schedule with 23 stages was developed. Based on the current schedule, completion of stages 22 and 23 is anticipated in 2019 and of the whole project in 2024 pending City of Minneapolis identification of the future sequence of stages. Stages 19 and 15 first, and then 20 and 21 are considered.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	10,279,200	2,165,000	3,119,000					15,563,200
Administrator Proposed	10,279,200	2,165,000	2,744,000					15,188,200
CBTF Recommended	10,279,200	2,165,000	2,744,000					15,188,200
Board Approved Final	10,279,200	2,854,000	2,429,000					15,562,200

Project Name: 1006502 MBC Facility Safety Improvements
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2019
Funding Completion: 2025

Summary:

This project will upgrade and improve the safety and security infrastructure of the City Hall/Courthouse facility so that it abides by International and Minnesota Building Code for high rise office buildings and incorporates recently adopted code changes and State Amendments.

Purpose & Description:

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

This project addresses additional life safety concerns that were not included in the current 23 stage Mechanical Systems Upgrades (0031483) and Life/Safety Improvements (0031317) capital projects. Items will include: adding smoke barriers in the rotunda, 5th Street lobbies and ADC; adding fire sprinkling in the rotunda gallery, 5th street and rotunda stairs, corner shafts, attic, and 4th and 5th Street Towers; adding exit signage; and adding attic occupant notification. Security upgrades have been included with the smoke barriers at the Rotunda and 5th Street Lobbies to limit access to the east and west corridors in the event of an emergency.

In addition, life safety work related to accessibility issues on the East Mezzanine level will be addressed with this project and completed concurrently with Stages 20 and 21 pending final programming for these areas.

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



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	1,938,000	1,237,931	700,069	2,470,000	1,256,000	640,000	380,000			6,684,000
Total	1,938,000	1,237,931	700,069	2,470,000	1,256,000	640,000	380,000			6,684,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	1,790,000	1,238,466	551,534	2,470,000	1,256,000	640,000	380,000			6,536,000
Consulting	72,000		72,000							72,000
Contingency	76,000		76,000							76,000
Total	1,938,000	1,238,466	699,534	2,470,000	1,256,000	640,000	380,000			6,684,000

Project Name: 1006502 MBC Facility Safety Improvements	Funding Start: 2019
Major Program: Operations	Funding Completion: 2025
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	1,938,000	2,470,000	1,256,000	640,000	380,000			6,684,000
Administrator Proposed	1,938,000	2,470,000	1,256,000	640,000	380,000			6,684,000
CBTF Recommended	1,938,000	2,470,000	1,256,000	640,000	380,000			6,684,000
Board Approved Final	1,938,000	2,470,000	1,256,000	640,000	380,000			6,684,000

Scheduling Milestones (major phases only):

Phase A Construction: Completed
 Attic Abatement: March - June 2021
 Phase B & C Proc. and Contracting: March - June 2021
 Phase B Construction: July - Dec 2021
 Phase D Proc. and Contracting: January - April 2022
 Phase D Construction: May - December 2022
 Phase E Proc. and Contracting: January - April 2023
 Phase E Construction: May - December 2023
 Phase F Procurement and Contracting: January - April 2024
 Phase F Construction: May - December 2024
 Phase G Procurement and Contracting: January - April 2025
 Phase G Construction: May - December 2025

Project's Effect on County Priorities and the Operating Budget:

\$5,000 per year for additional testing

Changes from Prior CIP:

The 2022 estimate has increased \$771,000 over the 2021-2025 estimate as escalation costs have been adjusted to account for the rapidly rising costs for construction materials and labor.

Board Resolutions / Supplemental Information:

Total project costs are shared 50/50 with the City of Minneapolis.

This project name has changed and was previous entitled "MBC Safety Improvements Non-stage Work Areas".

Miller Dunwiddie and Associates has been awarded the design work for this project and have construction documents 95% complete for all phases. The remaining design work includes the sprinkler design for the 5th Street and Rotunda stairs along with the ADC ceiling improvements. The later is pending the completion of the attic abatement project for access.

Items that are being spun out of the MBC Life/Safety Improvements (0031317) capital project include:

- adding smoke barriers in the rotunda, 5th street lobbies and ADC;
- adding fire sprinkling in the rotunda gallery, 5th Street stair, corner shafts, attic, and 4th and 5th Street Towers;
- adding exit signage;
- adding attic occupant notification;
- security upgrades in the associated areas;

RESOLUTION 18-0388R1 (12/11/2018): #21. That the 2019 Capital Budget be reduced by a net of \$4,680,353 in general obligation bonding, that year 2020 of the 2019 2023 Capital Improvement Program be increased by the same amount due to adjustments to the following projects: decrease 2019 and increase 2020 by \$571,153 for Municipal Building Commission Safety Improvements Non Stage work Areas (CP 1006502);

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	1,483,000	455,000	2,225,000	575,000	1,175,000			5,913,000
Administrator Proposed	1,483,000	455,000	2,225,000	575,000	1,175,000			5,913,000
CBTF Recommended	1,483,000	455,000	2,225,000	575,000	1,175,000			5,913,000
Board Approved Final	1,483,000	455,000	2,225,000	575,000	1,175,000			5,913,000

Project Name: 1008704 MBC Building-wide Electrical Upgrades
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2022
Funding Completion: 2024

Summary:

This project, located at the City Hall/Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, will upgrade the electrical distribution systems with a focus on entire City Hall/Courthouse building excluding the County's Adult Detention Center (ADC) floors.

Purpose & Description:

The Municipal Building Commission (MBC) engaged MEP engineers to perform ARC-FLASH and electrical system Distribution Study of the entire facility to perform a comprehensive review of all electrical system components at the City Hall/Courthouse building to establish capital level upgrades that will be required over the next 20 years. A preliminary study was completed in 2020 and identified a number of items that should be replaced within the next 5 years due to age and maintainability. Items of note include replacing aging electrical panels, separate life safety from other loads, replace distribution components as needed.

In March 2021, MEP Engineers provided updated information for the remainder, or non-ADC portion of the building. This update is the basis of the request. Based upon this review throughout the building exist electrical equipment at the end of or beyond their useful life (according to Building Owners and Managers Association and ASHRAE), dating back to 1969.

Maintenance becomes a problem with these older panelboards, circuit breakers, copper conductors, etc. as new parts may not be available and difficult to obtain. Any accidental, unplanned emergency replacement of the existing electrical system components will require emergency down time, which may impact office computers, appliances, lighting, etc. If the equipment cannot be repaired, it will require a vintage parts extra lead time delivery and correspondingly extra time without power. Upgrade of the Electrical System would bring it up to current 2020 NEC (National Electric Code) and NFPA 70 Safety code compliance requirements.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO				518,500	1,050,500	18,500				1,587,500
Total				518,500	1,050,500	18,500				1,587,500

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction				518,500	1,050,500	18,500				1,587,500
Total				518,500	1,050,500	18,500				1,587,500

Project Name: 1008704 MBC Building-wide Electrical Upgrades	Funding Start: 2022
Major Program: Operations	Funding Completion: 2024
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested		518,500	1,050,500	18,500				1,587,500
Administrator Proposed		518,500	1,050,500	18,500				1,587,500
CBTF Recommended		518,500	1,050,500	18,500				1,587,500
Board Approved Final		518,500	1,050,500	18,500				1,587,500

Scheduling Milestones (major phases only):
 Scoping/Pre-Design: 2022
 Design: 2022
 Procurement: 2023
 Construction: 2023
 Completion: 2024

Project's Effect on County Priorities and the Operating Budget:

Changes from Prior CIP:
 This is a new request. This project will upgrade the electrical distribution systems with a focus on entire City Hall/Courthouse building excluding the County's Adult Detention Center (ADC) floors.

Board Resolutions / Supplemental Information:

Total project costs are shared 50/50 with the City of Minneapolis.

The County's ADC (floors 4 & 5) are excluded from this project as its electrical services is being upgraded under a separate capital project, MBC Electrical Upgrades (1006384).

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008703 MBC Elevator 12 Modernization
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2023
Funding Completion: 2024

Summary:

This project, located at the City Hall/Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, will upgrade and modernize one (1) of the fourteen (14) existing elevators in the facility, which services the Ground and Sub-Basement levels only.

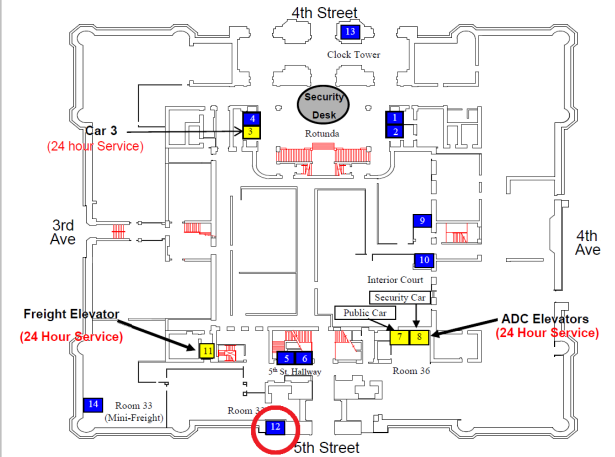
Purpose & Description:

The Municipal Building Commission (MBC) engaged Van Deusen and Associates in 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.

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. Elevator 12 was installed in 1985 and so it has now been in service for thirty-six (36) years. 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 hoistway equipment.

Replacement of the existing jack assembly is being planned as part of the modernization, as the typical life cycle is twenty-five (25) years. The current jack assembly is not protected from underground water or corrosive conditions as in today's current jack assemblies, which utilize a PVC sleeve for protection. If the current jack assembly were to leak and/or fail due to corrosion, the hydraulic fluids would not be captured, in turn, all of the hydraulic fluid would leak into the soil below the jack hole assembly, approximately 90-120 gallons.

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.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO					31,500	374,500				406,000
Total					31,500	374,500				406,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction					31,500	374,500				406,000
Total					31,500	374,500				406,000

Project Name: 1008703 MBC Elevator 12 Modernization	Funding Start: 2023
Major Program: Operations	Funding Completion: 2024
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested			31,500	374,500				406,000
Administrator Proposed			31,500	374,500				406,000
CBTF Recommended			31,500	374,500				406,000
Board Approved Final			31,500	374,500				406,000

Scheduling Milestones (major phases only):

Scoping/Pre-Design: 2023
 Design: 2024
 Procurement: 2024
 Construction: 2024
 Completion: 2024

Board Resolutions / Supplemental Information:

This project is important to maintain dependable vertical transportation in the building. The current equipment has served its useful life and should be replaced to avoid further high impact maintenance situations that involve long periods without elevator service.

Van Deusen and Associates has been commissioned by the MBC to do a building wide elevator study in 2016 with an updated review of Elevators 12 completed in 2020 and this report is available upon request.

Project's Effect on County Priorities and the Operating Budget:

There will be some electrical cost savings as a result of the Car 12 modernization with the use of LED lighting in the new car and hall fixtures. The equipment would be microprocessor-based, utilizing energy-saving AC technology.

Total project costs are shared 50/50 with the City of Minneapolis.

Changes from Prior CIP:

This is a new request. This project will upgrade and modernize one (1) of the fourteen (14) existing elevators in the facility, which services the Ground and Sub-Basement levels only.

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1000935 MBC Exterior Improvements
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2016
Funding Completion: 2024

Summary:

This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, will help preserve the facility by addressing building envelope issues including waterproofing, exterior doors and windows, masonry, exterior lighting, and moat access control.

Purpose & Description:

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

Areas of concern for waterproofing are the roofs for shafts 1-4, roofing and flashing around the base of shafts 1 and 3, and the 13th floor of the clock tower. The waterproofing, flashing and heat tape work around shafts 2 and 4 were completed. A majority of the heat tape around the exterior perimeter of the building is in need of replacement as well as portions of the interior court.

The MBC worked with MacDonald and Mack Architects to first identify the major masonry problems and potential solutions in 2012.

Design development level estimates have identified that the cost for the planned interior repairs for all windows below the 4th floor will be over \$2M while bringing small improvements in thermal comfort. Accordingly, this portion of the project has been removed and the MBC will focus on future plans to replace the windows. The lower cost exterior sealant replacement with replacement of broken glass is still being done in conjunction with the masonry work to reduce air infiltration.

Lastly, moat access issues must be addressed for public safety. This work includes replacing an older vehicle gate near the corner of 4th Street and 4th Avenue and installing access control to the moat on the 3rd Avenue side of the building.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	3,155,000	3,061,806	93,194			3,692,000				6,847,000
Total	3,155,000	3,061,806	93,194			3,692,000				6,847,000

EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction	2,461,500	3,083,883	(622,383)			3,692,000				6,153,500
Consulting	611,400		611,400							611,400
Contingency	82,100		82,100							82,100
Total	3,155,000	3,083,883	71,117			3,692,000				6,847,000

Project Name: 1000935 MBC Exterior Improvements	Funding Start: 2016
Major Program: Operations	Funding Completion: 2024
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	3,155,000			3,692,000				6,847,000
Administrator Proposed	3,155,000			3,692,000				6,847,000
CBTF Recommended	3,155,000			3,692,000				6,847,000
Board Approved Final	3,155,000			3,692,000				6,847,000

<p>Scheduling Milestones (major phases only):</p> <p>Phase 1 Construction: Completed</p> <p>Phase 2 Construction: September 2020 - May 2021</p> <p>Phase 3 Construction Documents: Completed by May 2021 Procurement and Contracting: January - March 2024 Construction: April - November 2024</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The City Hall/Courthouse Municipal Building 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.</p> <p>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, and exterior window and door rehabilitation with full door replacement on the 4th Street facade.</p> <p>The cost breakdown depicts only the County's share of the overall project; the other half of the project is funded by the City of Minneapolis on a dollar for dollar basis.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>This project may provide small energy savings and reduced repair bills related to water infiltration.</p>	<p>PHASE DESCRIPTIONS:</p> <p>Phase 1 - 4th Avenue, 4th Street and 3rd Avenue exterior facades and heat tape replacement Phase 2 - 5th Street exterior façade and tower work; 4th Street door replacement, exterior lighting improvements Phase 3 - All remaining interior court window, waterproofing, heat tape, and masonry work; replacement of the 4th St tower roof at the 13th floor, removal of the upper antenna at the 4th St tower, and remaining door and security gate work at the ground level.</p>
<p>Changes from Prior CIP:</p> <p>The 2022 estimate has increased \$917,000 over the 2021-2025 estimate as escalation costs have been adjusted to account for the rapidly rising costs for construction materials and labor.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	3,155,000	2,775,000						5,930,000
Administrator Proposed	3,155,000	2,775,000						5,930,000
CBTF Recommended	3,155,000	2,775,000						5,930,000
Board Approved Final	3,155,000		2,775,000					5,930,000

Project Name: 1008223 MBC ADC Elevator Upgrades
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2021
Funding Completion: 2023

Summary:

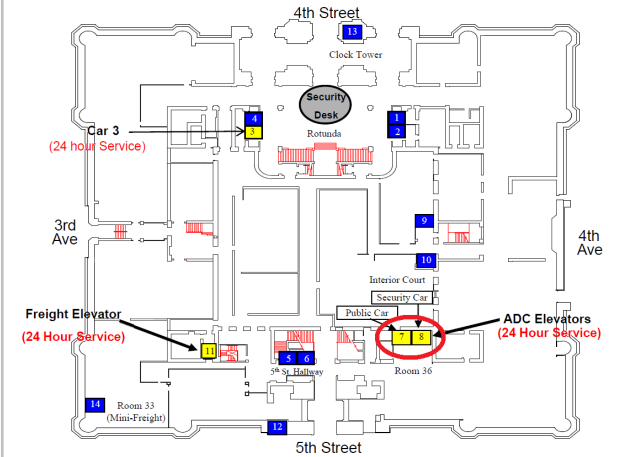
This project, located at the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota, will upgrade and modernize two (2) of the fourteen (14) existing elevators in the facility, which serve the Adult Detention Center (ADC) only.

Purpose & Description:

The Municipal Building Commission (MBC) engaged Van Deusen and Associates in 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 Cars 7 and 8. This information provided in the 2020 update plus the 2021 pre-design study completed by Miller Dunwiddie is the basis of this request. The current DC geared machines for Cars 7 and 8 were installed in 1998 and are showing prolonged wear.

Based upon this review, Cars 7 and 8 (ADC Elevators) need modernization and upgrades due to the age of the elevator equipment and control system obsolescence, as both have reached the end of their useful life and have reliability and code deficiencies. Any replacement of the existing drive and motor system requires that these units be removed for service and the equipment be repaired off site. These repairs would require extensive down time, which would significantly impact ADC circulation.

The recommended replacement would be AC gearless machines that would allow for greater energy efficiency. Cab and hoistway LED lighting would also be incorporated to further reduce energy consumption related to these elevators. Finally, modernization of Cars 7 and 8 would bring both elevators up to current building code, elevator code, and ADA compliance requirements.



REVENUE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Bonds - GO	48,000	31,474	16,526	295,000	2,457,000					2,800,000
Total	48,000	31,474	16,526	295,000	2,457,000					2,800,000
EXPENSE	Budget To-Date	12/31/21 Act & Enc	Balance	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Construction		31,474	(31,474)		2,157,000					2,157,000
Consulting	40,000		40,000	295,000						335,000
Equipment					68,000					68,000
Other Costs					45,000					45,000
Contingency	8,000		8,000		187,000					195,000
Total	48,000	31,474	16,526	295,000	2,457,000					2,800,000

Project Name: 1008223 MBC ADC Elevator Upgrades	Funding Start: 2021
Major Program: Operations	Funding Completion: 2023
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2022 Budget	2023	2024	2025	2026	Beyond 2026	Total
Department Requested	48,000	295,000	2,457,000					2,800,000
Administrator Proposed	48,000	295,000	2,457,000					2,800,000
CBTF Recommended	48,000	295,000	2,457,000					2,800,000
Board Approved Final	48,000	295,000	2,457,000					2,800,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping/Pre-Design: 2021 Design: 2022 Procurement: 2023 Construction: 2023 Completion: 2023</p>	<p>Board Resolutions / Supplemental Information:</p> <p>This project is important to maintain dependable vertical transportation in the building. The current equipment has served its useful life and should be replaced to avoid further high impact maintenance situations that involve long periods without elevator service.</p> <p>Van Deusen and Associates has been commissioned by the MBC to do a building wide elevator study in 2016 with an updated review of Elevators 7 and 8 completed in 2020 and this report is available upon request. The 2021 pre-design report completed by Miller Dunwiddie is also available upon request.</p> <p>There is no cost sharing for this project as Cars 7 and 8 serve the ADC only.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>There will be some electrical cost savings relative to traditional elevators for all upcoming elevator projects because they will utilize regenerative drive technology, which results in 20-40% energy savings relative to traditional elevators. The use of LED lighting will further reduce electrical related energy costs.</p>	
<p>Changes from Prior CIP:</p> <p>The 2022 estimate has increased \$1,306,000 over the 2021-2025 budget due to revised costs associated with findings from a detailed pre-design study conducted by Miller Dunwiddie and VDA elevator consulting. Additionally, escalation costs have been adjusted to account for the rapidly rising costs for construction materials (most notably steel), extended procurement times and labor.</p>	

Last Year's CIP Process Summary	Budget To-Date	2021	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		48,000	360,000	1,086,000				1,494,000
Administrator Proposed		48,000	360,000	1,086,000				1,494,000
CBTF Recommended		48,000	360,000	1,086,000				1,494,000
Board Approved Final		48,000	360,000	1,086,000				1,494,000

Capital Budgeting Task Force Annual Report

2022 Capital Budget and
2022-2026 Capital Improvement Program
Recommendations

to the
Hennepin County Board of Commissioners

October 13, 2021

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CBTF Membership

District	Member	Appointed by	Date Appointed	Expires
1	Susan Carlson Weinberg, Chair	Commissioner Jeff Lunde	12/01/01	N/A
2	Christina Perfetti	Commissioner Irene Fernando	3/10/20	N/A
3	Tom Trisko	Commissioner Marion Greene	12/1/93	N/A
4	Yolanda Burckhardt	Commissioner Angela Conley	2/12/21	N/A
5	Jill Joseph	Commissioner Debbie Goettel	5/1/17	N/A
6	Nancy Tyra Lukens	Commissioner Chris LaTondresse	5/3/21	N/A
7	Zina Fizer	Commissioner Kevin Anderson	6/15/21	N/A
At Large	Ying Vu	County Board	3/1/16	12/31/23
At Large	Greg Sticha	County Board	2/22/18	12/31/21
At Large	Heidi Hamilton	County Board	2/22/18	12/31/21
At Large	Nathan Rich	County Board	2/18/20	12/31/23

HENNEPIN COUNTY

MINNESOTA

October 13, 2021

Hennepin County Board of County Commissioners
Hennepin County Government Center
Minneapolis, Minnesota 55487

Honorable Board Members:

It is my pleasure to submit to you the Annual Report of the Capital Budgeting Task Force (CBTF) containing the activities, principles, and recommendations of the CBTF concerning the 2022-2026 Capital Improvement Program for Hennepin County.

The Capital Budgeting Task Force devoted a considerable amount of time to its extensive review of the capital projects requested by county departments. The CBTF endeavored in its deliberations to recommend a property tax level for capital improvements and debt service which is within county guidelines and limits pertaining to county bonding over the 2022-2026 period. In my remarks to the Administration, Libraries and Budget Committee, I will provide some general themes and our concerns with some components of the capital improvement program.

On behalf of the Capital Budgeting Task Force, I would like to thank the County Board for the ongoing support extended to our Task Force. It is a distinct pleasure for the CBTF membership to be of assistance to the County Board in this significant aspect of county government.

Respectfully,



Susan Carlson-Weinberg, Chair
Capital Budgeting Task Force Committee



I. Role and Responsibility in the Capital Budget Process

The Capital Budgeting Task Force (CBTF) was established by County Board Resolution in 1973. It has the responsibility of reviewing county departments' capital project requests and making recommendations concerning those requests to the County Board of Commissioners. The Task Force, known as the CBTF, consists of eleven citizens who reside in various communities within Hennepin County. Each of the seven county commissioners appoints one member. The remaining four members are appointed by a majority of the commissioners and serve at-large for four-year terms.

The task force meets about 10 times annually concentrated mostly between May and September. Its activities include familiarization with the county's capital assets and reviewing departments' capital project requests to improve, replace or acquire new assets. The final product is a set of recommendations to the County Board regarding an annual capital budget and a five-year capital improvement program. The CBTF's orientation is primarily toward the long-range implications of capital projects. They evaluate the county's capital needs with a goal of maintaining a minimum, but sufficient capital program which does not exceed the amount of revenues which will be available to fund capital projects.

Capital budget instructions are sent to Hennepin County departments in February. The departments' capital project requests are first reviewed by County Administration for content and programmatic value.

The project requests are then submitted to the Capital Budgeting Task Force, which reviews them to arrive at its recommendations to the County Board of Commissioners. After reviewing the CBTF's recommendations, the County Board adopts a capital budget for the ensuing year and a five-year capital program for long-range planning purposes.

This report includes the CBTF membership, activities, and recommendations for the County's five-year capital improvement program, together with the principles that guide the county's capital budget process.

II. Summary of Activities for 2021

Meeting Date	Agenda
6/7/2021	Introductions, CBTF Principles, 2020 Results, 2021; 2022 operating budget, 2021-25 Board CIP from CBTF recommendations, project updates and 2022 New Projects/Significant changes
6/14/2021	Disparity Reduction, Climate Action Plan, Debt Forecast and CBTF Principles follow up
6/21/2021	Department presentations; Facility Services overview and Construction market overview
7/12/2021	Emergency Management, Housing and Economic Development, Information Technology, Municipal Building Commission, Library and Environment and Energy
7/19/2021	Transportation Roads and Bridges and Transportation Sales Tax and Development
7/26/2021	District Court, Sheriff's Office, Community Corrections and Rehabilitation, and ACF Campus Tour,
8/2/2021	Human Services and Public Health, NorthPoint Health and Wellness Center, Medical Examiner Facility virtual facility tour and Hennepin Healthcare System (Medical Center)
8/9/2021	CBTF Deliberations - Part 1
8/16/2021	CBTF Deliberations - Part 2
8/23/2021	CBTF Deliberations - Part 3

III. CBTF Principles (updated August 9, 2021)

Since its beginning in 1973, the Capital Budgeting Task Force has established a number of principles and evaluation criteria which have served as a basis for recommendations to the Hennepin County Board of Commissioners concerning capital improvements. These principles and criteria, as updated each year, are presented below:

Given competing demands for funds, the primary budgetary responsibility of the Hennepin County Board of Commissioners is to establish expenditure priorities to carry out the various program and service responsibilities of Hennepin County. Acting as an advisory committee, the primary responsibility of the Capital Budgeting Task Force is to make recommendations to the County Board regarding priorities for capital improvement projects. As determined by the County Board, the CBTF reviews all capital projects relating to all county departments. Currently, the CBTF does not review the projects overseen and fully funded by other governmental entities [e.g. the Regional Railroad Authority (RRA) or Housing & Redevelopment Authority (HRA)], but does review the projects of Hennepin Healthcare System, Inc. (HHS/Medical Center), although projects that are directly funded through the HHS/Medical Center Operating Budget are not reviewed by the CBTF.

Over the years, it has become apparent to CBTF members that capital improvements as defined and requested by county departments exceed the county's ability to finance them within the time period desired. In addition, the ongoing operating implications of capital projects are often not fully defined or known by departments. As a result, there is a continuing need to establish capital improvement priorities within the context of long-range revenue and expenditure considerations as well as other factors which affect the long-term needs and plans of the county. The following principles have guided the CBTF's review of capital improvements over the years:

A. Revenues

Hennepin County utilizes various types of revenues to finance its capital improvement program: (1) property taxes, (2) dedicated funds, (3) bonded indebtedness, (4) revenues from the sale of real properties, and (5) enterprise fund revenues. The CBTF also has evaluated (6) alternative revenue sources to finance the capital program.

1. Property Taxes

The Capital Budgeting Task Force considers the property tax to be an important determinant of the scope and size of the county's capital improvement program. Property taxes may be used to finance a project totally or may be used in concert with other revenues. This revenue is programmed for those capital improvements which are not logical candidates for any other revenue source.

Regardless of which projects are funded with property taxes, the amount of property taxes levied or to be levied is considered by the CBTF to be a significant factor influencing the establishment of the capital improvement program. The CBTF believes that the county needs to maintain a minimum level of property tax support to prudently fund capital projects which are not logical candidates for bond or other financing.

The CBTF has adopted the following specific principles regarding property taxes:

That the property tax levy for capital improvements should be maintained at a relatively consistent level from year to year. If movement of the levy either upward or downward becomes necessary, it should be done gradually.

A relatively stable property tax levy for capital improvements will not necessarily result in a stable annual expenditure level for capital improvements. As noted below, the availability of other revenues, many of which are dedicated to specific types or groups of projects, will determine the total expenditure level for the annual capital program. It is because of this fluctuation in non-property tax revenues that the CBTF believes a relatively stable property tax approach is preferable to a stable expenditure approach:

When considering a consistent capital improvement property tax levy, the county should consider the property tax requirements for debt retirement as well as for capital projects.

The property taxes for the county's total capital improvement program should also consider the property taxes required to finance the debt service on general obligation bonds previously issued for capital projects, as well as for those projects in the current program that are proposed to be funded by general obligation bonds. Only in this manner is the total property tax requirement for capital improvements accurately reflected.

The Capital Budgeting Task Force believes that continuing the property tax levy for capital improvements at a minimum, yet relatively stable level, will aid in planning capital improvements in subsequent years. This approach will also help to avoid a natural tendency to ignore the long-range capital needs of the county in order to gain short-term benefits of lower property taxes for one year. Not only is such an approach disruptive to long-range planning, but it is short-sighted in terms of fulfilling the county's obligations to its citizens in the future.

2. Dedicated Revenues

It is important to note that, of the revenues available for capital improvements, certain types of revenue have a significant impact on the nature and type of capital improvements the county undertakes. A substantial portion of the revenue available for capital improvement projects is dedicated to a specific type of project or group of projects. Of greatest significance in this regard are revenues available for financing county transportation projects including federal, state, transportation sales & use tax and wheelage taxes. The CBTF believes that:

The county should maximize utilization of all revenue sources dedicated for capital improvements including federal, state, transportation sales & use tax and wheelage taxes before programming general revenue sources.

While these dedicated revenues carry with them numerous constraints, the CBTF believes that any prioritization of capital projects within the capital improvement program, must take these constraints into account. Further, the CBTF believes that the use of such

revenue sources should be maximized even if, in so doing, projects must be accelerated or delayed to secure such funds. In addition, the CBTF believes that the county should have contingency plans, especially in times of recession, to make use of any additional federal, state, or other funds which may become available as a result of new programs. The CBTF does not believe, however, that new capital projects should be developed merely to take advantage of such funds.

Transportation Sales and Use Taxes

On October 1, 2017, the County Board began collecting a 0.5% transportation sales and use tax as allowed by MN Statute 297A.993. Currently, the revenue may be utilized for construction of the Green Line Light Rail Transit Extension (Southwest LRT), Blue Line Light Rail Transit Extension (Bottineau LRT), Riverview Corridor, and Orange Line Bus Rapid Transit; debt service on bonds issued for construction of those projects; operating costs of the listed transit lines; or other transportation capital costs as designated via a future public hearing and County Board authorization.

Wheelage Taxes

On January 1, 2014, the County Board began collecting an annual wheelage tax on each motor vehicle which is kept in Hennepin County when not in operation and which is subject to annual taxation and registration under Minnesota Statutes, chapter 168 as allowed by Minnesota Statutes, § 163.051. Originally set at \$10 per vehicle per year, and then increased to \$20 effective January 1, 2020, the funds are available for road, bridge and trail preservation, safety, modernization, and efficiency improvements.

3. Bonded Indebtedness

The county has authority to issue debt for general capital purposes subject to certain conditions and limitations. The county's capital improvement program must include consideration of many of the same factors that make up the CBTF's principles and evaluation criteria.

The CBTF believes it is important that the county use prudence in the issuance of debt for capital projects. The CBTF believes the county should issue debt in accordance with the following principles:

The county should issue debt only for major capital projects and not try to finance the entire capital program with debt.

- Bonds should not be used to fund operations. In general, projects costing \$150,000 or less should be funded from operations and not submitted to the CBTF for consideration in the capital program.
- Bonds should not be used to fund any project whose expected life does not exceed the maturity on the bonds.

The county should balance debt issuance; considering intergenerational equity (understanding the extent to which capital projects affect future generations), current and future property tax impacts, bond interest rates and capital needs.

The county should utilize bond financing to align the burden of cost with the beneficiaries of the asset investment.

The county should always reserve sufficient countywide bonding authority remaining after approval of each five-year capital program to always be able to address contingencies and unforeseen additions to the capital program.

The CBTF has consistently recommended that the county's total tax burden for capital (including debt service) be as level as possible. Issuance of bonds allows the county to even out the property tax load while addressing current significant capital needs. However, the task force believes that the county should balance debt issuance with current property taxes to address capital needs in a manner which best serves future property taxpayers as well as current property taxpayers. Debt issuance has future property tax implications which must be factored into the capital financing equation. As discussed above, the CBTF's property tax principles include consideration of increases and decreases in the county debt service requirements in an attempt to level out the property tax for capital improvements.

The county should maintain its debt management planning which includes a strong financial framework and preserves the county's triple A bond rating.

The CBTF is confident the county can accommodate some debt and still retain its high credit rating. However, the Task Force believes this high credit rating is of such importance that it should be maintained at all costs. Prudent debt management planning developed around the key variables used by the major rating agencies should be utilized by the county to preserve the county's credit rating. In particular, the county should consider the total debt of the county as well as that of overlapping taxing districts.

The county should approve capital improvement plans and issue debt consistent with the following County Board approved guidelines:

- The overall calculated general obligation debt service levy should not exceed 15% of the total annual property tax levy of the County.
- The total amount of outstanding general obligation debt should not exceed \$800 per capita (2009 figure, adjusted for inflation thereafter).
- The total amount of outstanding general obligation debt supported by property tax should not exceed .65% of the Estimated Market Value of the county.

4. Sale/Lease of Surplus Real Properties

The CBTF believes that the county should exercise proper caution in disposing of valuable properties to ensure that future county needs are considered. The CBTF is also concerned that the county is not forced to sell property at inopportune times merely to balance the current year's operating budget. The CBTF believes that if properties are to be sold or leased, the proceeds from such sales and leases should be dedicated for capital projects because the properties being sold or leased were originally purchased from the county's capital funds:

Generally, revenues derived from the sale or lease of county real properties should be dedicated to the Capital Improvement Program and programmed after receipt by the county.

The CBTF believes that conservative inclusion of property sale revenues as part of the five-year capital program increases the flexibility of the county regarding when the properties are to be sold or leased while supplying a needed non-property tax revenuesource to support the capital program.

5. Enterprise and Internal Fund Revenues

Some county departments generate revenue while providing services and conducting business. Although some front-end financing may be prudent, the CBTF believes that, to the extent feasible and practicable, these enterprises should finance their capital needs, including initial construction, additions and renovations, with program generated revenue.

The CBTF recommendations included in this Capital Budget and Capital Improvement Program are predicated on the condition that the county's enterprise operations will generate sufficient revenue to finance their own projects to the extent feasible and practicable.

Hennepin Healthcare System (HHS)

As of January 1, 2007, the Hennepin Healthcare System (HHS) corporation board oversees the operations of the medical center. The operating and capital budgets for HHS are reviewed and approved by the County Board. In addition, the debt issued to finance capital improvements for the hospital is issued by Hennepin County. As a result, the Capital Budgeting Task Force reviews the medical center's proposed capital projects that include bonding, and approved projects are included in the county's five-year capital improvement program.

Given the uncertainties in funding streams and other adverse changes in hospital revenues, the CBTF assumes that all bonds issued to finance medical center projects will be general obligation debt of the county, even if that debt is supported by enterprise revenues of the hospital.

6. Alternative Revenue Sources

In addition to increased authority to issue debt and using the proceeds from the sale of surplus real property, the CBTF believes the county should investigate other non-property tax revenues as they become available. These alternatives may include public/private partnerships, alternative debt instruments in-so-far-as they are prudent, grants and other various donations.

The county should use alternative financing mechanisms only if it can be clearly shown that they are in the best interests of the county.

In summary, the Capital Budgeting Task Force's approach to revenues can be expressed as follows: maximize all non-county revenue sources and utilize whatever revenue sources are

available to reduce the property taxes and general obligation debt required for capital projects to a minimum over the long run. Stabilize the property tax levy requirements as much as possible, including the requirements for debt service of county issued bonds. The CBTF believes this approach will provide a minimum but sufficient amount of revenues to finance the county's capital improvement program in the long run.

B. Expenditures

Since it is not feasible to develop a capital improvement program which addresses all project requirements of county departments, the Capital Budgeting Task Force has established evaluation criteria to assist in assessing capital projects. These criteria are presented in detail in Section IV-B of this report. It should be noted that the criteria as established are not intended to be used as an absolute system to determine the ranking of projects, but rather are used as a guideline to assure that all relevant factors are considered in the development of any recommendations. In addition to establishment of evaluation criteria, the CBTF has developed the following general principles regarding capital improvement expenditures:

Existing Asset Utilization and Maintenance

The Capital Budgeting Task Force believes that existing county infrastructure should be utilized to the fullest extent possible. For the CBTF, this implies a heavy emphasis on maintaining roads and facilities so that they continue to be serviceable throughout their useful life.

The CBTF cautions the county against reducing maintenance budgets in order to redirect resources to operating programs and services.

Whether the projects are of sufficient magnitude for CBTF involvement or not, the task force believes that maintenance is a high priority and is essential to ensuring full utilization of county assets now and in the future:

The county should maximize utilization of existing assets, including giving a higher priority to maintaining existing assets, over new construction where reasonable.

The CBTF does not believe there should be any "natural rights" of county departments or programs to any assets or portions thereof. For example, the CBTF believes that to maximize utilization of all county facilities, present facilities must be adequately maintained in order to ensure continued usage for whichever department or service may need to utilize that asset now or in the future. This approach reduces the need to commit the county to new construction or major renovation of other facilities. The present capital assets of the county are very valuable but increase in value only if they are well maintained throughout their useful life. The replacement cost of most of the county's assets is very high. As a result, preservation of the county's assets protects the county's investment and saves money in the long run for the county. However, the county should guard against committing resources to assets that have exceeded their useful life.

Flexibility for the Future

The long-range full utilization of county assets can be enhanced if the investment is completed with as much flexibility for the future as possible. The CBTF believes that:

In order to increase the long-run utilization of county assets, as much flexibility as is consistent with operating efficiency should be planned into all new or renovation projects that the county undertakes.

Because of state, federal and judicial mandates, programmatic and regulatory guidelines, reorganization plans and other factors, Hennepin County government will continue to change in the future. The CBTF believes that the county's assets should be constructed and maintained in such a manner that future growth and change can be accommodated.

In addition, the task force has noted the increased costs for leasing space and accommodating temporary moves while office space is remodeled and recommends that sufficient space be reserved for temporary space relocations and staging. Because departments tend to request staffing additions without identifying the associated space and equipment requirements, the CBTF urges that:

Detailed information in the form of a staff accommodations plan relating to the cost of housing and equipping new staff must accompany any request for additional staffing made by county departments for Board consideration.

Operating Cost Implications

With integrated operating and capital budget preparation cycles, the CBTF expects that future operating cost implications of capital projects be delineated:

The operating cost implications of all capital projects must be identified by county departments and the priority given to those which will result in a reduction in operating costs where feasible.

Many capital improvements proposed by county departments will require additional operating expenditures, while others may reduce operating costs. The CBTF believes that sound financial planning demands that operating cost implications be considered prior to approval of any capital improvement program.

Inflation and Capital Cost Control

During the years the CBTF has been in existence, inflation has been a consideration in terms of its impact on capital projects. Because the capital improvement program of the county projects expenditures and revenues up to five years into the future, the CBTF has found it useful to estimate inflation rates for capital projects. Although the inflation estimates used in the capital improvement program will probably not prove correct, it is nevertheless important that the impact of inflation be explicitly recognized. As the inflationary experience changes, the inflation estimates can be revised on an annual basis. The CBTF believes that:

Inflation factors for all projects in the capital program should be considered each year and appropriate adjustments made to all project estimates.

Whether caused by inflation, poor cost estimating practices or changes in project scope, capital project budgets have, on occasion, experienced significant cost overruns. The CBTF believes that project budgets, once established, should be closely adhered to and only revised after careful consideration of alternatives.

The extent to which capital project costs can be accurately estimated is dependent upon a given department's ability to clearly and comprehensively describe the requested project's scope and program requirements. The CBTF is very supportive of the capital planning process and encourages taking the time required to conduct the necessary preliminary planning activities for capital projects. As such, the CBTF supports early identification of capital projects and believes that:

Except in extenuating circumstances, the CBTF will not generally recommend implementation of a project in the first year of the five-year program during which it is requested.

This approach will permit a preliminary concept review of proposed capital projects by the CBTF with subsequent opportunity for further project planning activities to be carried out prior to final CBTF consideration of project implementation. It is felt that reviewing and recommending approval of capital projects in this manner will increase the likelihood of obtaining reliable cost figures.

In summary, the general approach of the CBTF to capital project expenditures is to evaluate the project's impact on the department's operating costs as well as the extent to which the investment contributes to full utilization of county assets not only at the present time, but also in the future. The CBTF is concerned about the impact of inflation on capital projects and programming and believes that proper inclusion of inflation factors will help eliminate project cost overruns. Additional information is presented in the project evaluation section.

C. Other Factors

In addition to the CBTF principles regarding revenues and expenditures, there are also other areas which the task force has examined over the years and developed positions as follows:

Transportation and Transit

The CBTF believes that: the construction and maintenance of freeway roads are more appropriately the state's responsibility and the county should continue the policy that all future freeway construction be the responsibility of the State of Minnesota. In addition, the CBTF encourages the county to investigate turning back certain county roads to municipalities where feasible and traffic volumes do not justify county involvement.

With respect to mass transit, the CBTF strongly supports continued efforts and investment but encourages the county to carefully evaluate the considerable risks involved with such large investments and work closely with partnering agencies to mitigate and manage that risk.

Further, the CBTF believes that transportation and transit funding by county debt or property taxes should be limited. Nevertheless, the county has increased funding for transportation and transit in part because state and federal highway funding has not kept pace. Along these lines, the CBTF encourages the county and its Regional Railroad Authority to consider county sponsored construction of transit supportive infrastructure; such as Light Rail Transit and Bus Rapid Transit investments.

Sustainability, Energy Efficiency and Climate Impacts

The CBTF is very supportive of the county's initiatives regarding sustainability, energy efficiency and the goals as laid out in the Climate Action Plan, which the County Board approved in May 2021.

In determining the level and extent of funding these initiatives, the CBTF believes that priorities must be established, and realistic pay-back periods realized. As such, the CBTF strongly supports the expenditure of capital funds to carry out such measures. Therefore, the CBTF has established the following guidelines:

The county should pursue capital project opportunities consistent with the Climate Action Plan. However, the county should not make capital expenditures without considering pay-back periods, the expected life of the asset, and an evaluation of climate threats. The evaluation should include measures to mitigate said threats and an assessment of the asset's climate resiliency and whether the asset improvements result in a net increase or decrease in greenhouse gas emissions.

The CBTF will be reviewing climate impacting projects on an annual basis and will favorably consider funding those projects which are consistent with these guidelines.

Disparity Reduction

The CBTF supports the county's efforts to reduce disparities across the county. As such, the CBTF views capital projects that address disparities consistent with the goals of the county to be a higher priority than similar investments that do not impact recognized disparities.

Consultant Costs

In recent years, the Capital Budgeting Task Force has seen an increase in requests for studies of various types including consultant studies related to programmatic issues.

Consultant studies that are included in the capital program should be related to specific capital project requests involving space or architectural and engineering issues and be undertaken only when there is a reasonable likelihood that the capital project to which it is related will be initiated within close time-proximity to the completion of the study.

The county should include in the capital program only those consultant studies that relate to capital projects and space issues likely to be initiated or addressed within close time-proximity to the completion of the study.

Based on these principles and the evaluation criteria presented below, the Capital Budgeting Task Force reviewed and is recommending the Capital Improvement Program which is presented in Section V of this Report.

IV. Capital Project Evaluation Criteria

The following criteria have been used by the Capital Budgeting Task Force over the years to evaluate capital projects. The criteria are not used by the CBTF as an absolute grading system to determine the ranking of projects but rather as a guideline to ensure that the relevant factors to be considered are addressed in any recommendation on capital projects.

A. **Policy and Program Objectives** – relating to county policy generally and to the objective of the major program, sub-program and activity as stated in the annual Hennepin County budget:

- Is the project considerate of other county functions, particularly in terms of co-locational factors?
- Are there non-capital alternatives to the project that would also assure program continuity?
- Is it possible to defer the project to a later date without adversely affecting the program?
- Is the project an integral part of an overall plan to accomplish program and county priorities?
- Will it increase the availability of service to populations currently underserved or unserved?

B. **Financing** – funding sources and financing methods:

- What are the proposed funding sources?
- Is the funding source secure?
- Have aid monies been applied for?
- Are they subject to adjustment or cancellation?
- Is the project a candidate for bonding, consistent with CBTF principles?

C. **Project Cost** – relation of cost to similar projects or building types and to other responsibilities of program provision:

- Does the cost appear reasonable as compared to projects of a similar nature?
- Are site acquisition costs adequately reflected?
- How does the request compare to potential alternatives? –
- What alternatives have been explored and what are the cost and effectiveness of these alternatives compared with the requested solution?

D. **Operational Cost** – long range commitment to maintain the facility and program:

- What costs are associated with the project for maintenance, staffing patterns, energy utilization and accessibility?
- Have the identified operating costs been included in the project request?
- How do these costs compare to existing program operation?
- How do these costs compare to total departmental operational costs?
- Are cost/benefit factors applicable?
- What does the benefit imply?

- E. **Time Frame** – scheduled initiation and completion to meet policy and programs start-time realistic in view of project status and magnitude?
- Is time frame essential to interface with other committed projects?
 - Are these projects approved for execution?
 - Do they represent a joint or cooperative effort with other service delivery agencies?
 - Do these projects involve public and/or private developments?
- F. **Economic, Cultural and Environmental** – consideration of economies in timing, resource conservation, needs and perspectives of all generations, impact on area development and cultural and physical environment:
- Would the project aid the general economic condition of the area?
 - Would it serve to generate additional reinvestment or renewal?
 - Would this activity be private as well as public?
 - To what extent could the project also benefit from a favorable bidding climate?
 - Are costs for any unique structural or equipment requirement expected to rise faster than normally expected inflation?
 - Does the project possess particular recreational, historical or social benefit?
- G. **Life – Safety/Code Compliance** – relation to the protection of life and property:
- Does the project meet all appropriate building, housing, fire prevention and zoning codes?
 - Is the project proposed to alleviate unsafe conditions for existing highways/facilities?
 - Does the project properly consider the safety and security of employees and visitors?
 - Is it prompted by legal requirements for safety standards (fire prevention, building codes, Americans with Disabilities Act, OSHA, etc.)?
- H. **Intergovernmental Relations** – cooperation with other service delivery agencies:
- Is the project in harmony with development and service delivery policies of the municipality, Metropolitan Council and State of Minnesota?
 - Does the project contribute to local government cooperation and mutual support?
 - Are there any possibilities for joint usage or cooperating with other counties, municipalities or other units of government?
- I. **Project Support** - Is there specific support for or opposition to the project:
- Is it from community organizations, special interest groups, individuals?
 - Does it come officially from an affected unit of government?
 - Is it representative of the general public?

- J. **Legal Obligations** – A legal obligation is understood to mean a valid written agreement or contract to perform a service for the county.
- Has the county entered into a binding legal contract or agreement for construction of the project?
 - Is it likely the county will enter into a binding legal contract for construction of the project by the end of the current year which will obligate future year budget authority?
 - Are there any options open to the county to delay or terminate the contract and if so, what are the financial consequences?

V. 2022 – 2026 CAPITAL IMPROVEMENT PROGRAM COMMENTARY

Presentation of the 2022 Capital Budget and
2022-2026 Capital Improvement Program
to the County Board of Commissioners

Susan Carlson Weinberg, Chair
October 13, 2021

Good morning Madam Chair and Commissioners:

First, I would like to provide some context regarding the role of the Capital Budgeting Task Force, often abbreviated as the CBTF. The Task Force was established by County Board Resolution in 1973. We have the responsibility of reviewing county departments' capital project requests and making recommendations concerning those requests to you, the County Board of Commissioners.

We meet with each department requesting funds for capital projects and review their capital project requests, ending with our final product of a recommended 2022 capital budget and five-year capital improvement program for your consideration. Our focus is primarily toward the long-range implications of capital projects. We evaluate the county's capital needs with a goal of maintaining a minimum, but sufficient capital program which does not exceed the amount of revenues which will be available to fund those investments. Details of our recommendations are contained in the **Capital Budgeting Task Force Annual Report** that has been distributed to you and posted on the county's website.

The Task Force consists of eleven county residents. Each of you appoints one member and our other four members are selected by the board as a whole and serve at-large, four-year terms. Our members are:

Christina Perfetti (serving on behalf of)	Comm. Fernando (Dist. 2)
Tom Trisko	Comm. Greene (Dist. 3)
Yolanda Burckhardt	Comm. Conley (Dist. 4)
Jill Joseph	Comm. Goettel (Dist. 5)
Nancy Tyra-Lukens	Comm. LaTondresse (Dist.6)
Zina Fizer	Comm. Anderson (Dist. 7)

Our four at-large members are:

Ying Vue
Greg Sticha
Heidi Hamilton
Nathan Rich

...And I'm Susan Carlson Weinberg, CBTF chair, serving on behalf of Comm. Lunde (Dist. 1).

As I proceed with our comments, please feel free to stop me and ask questions at any time.

Due to continued Covid impacts, we did not to tour any completed, planned or under construction projects or facilities this year. Throughout the summer, we convened weekly via video conference to hear presentations from departments requesting capital investments and for our deliberations.

Each year we kickoff our process with a county financial update and review major policy discussions. This year, Chela Guzman-Wiegert, Assistant County Administrator for Diversity Equity & Inclusion, informed the CBTF on disparity reduction efforts and Diana Chamas-Salas, Climate and Resiliency Director, shared the news about the recently approved Climate Action Plan. We were very pleased to hear of the county's progress in both of these important efforts. We subsequently updated our CBTF Principles to reflect the county's goals in both areas. However, specific capital project evaluative criteria were mostly left out of our updates, as we understand that staff continue develop an implementation and prioritization framework for these efforts. We will update our guidelines as more information becomes available.

Regarding our recommended 2022 Capital Budget and our 2022- 2026 Capital Improvement Program:

- Departments submitted requests totaling over \$344 million for 2022.
- We are recommending a 2022 Capital Budget of \$315 million.

- For the 5-year Capital Improvement Program, departments requested just over \$1.4 billion in additional funding which supports over \$3 billion in ongoing or planned capital projects. This year, within our recommended CIP, we chose not to delete any project requests, but are recommending a number of financial deferrals where we feel it is prudent.

Of all the revenue sources supporting the capital budget, the issuance of general obligation debt - especially debt that can only be serviced with property tax revenue - is probably the most flexible and should always be closely monitored.

In developing our recommended budget and capital improvement program, we considered the Board's debt guidelines. The recommended budget and capital improvement program meets all debt guidelines, which were developed to conserve debt capacity for unforeseen future needs, yet allows for timely capital investments to enhance and maintain county assets.

I will have Allen Rezac, capital budget manager, review the debt guidelines and our current recommendations with respect to them....

(Rezac reviews Debt Guidelines)

At this time I will continue with our program and project specific recommendations.

First, within the **Public Works Program** areas...

For **Transportation Roads and Bridges**, 2022 should be a year of gradual recovery.

Recall for the 2021 budget, you programmed a decrease in anticipated gas tax collections and state aid supports due to Covid impacts, which was supplemented with bond funding so that the county's transportation infrastructure does not deteriorate and projects previously scheduled could proceed. We are recommending a continuation of this approach for 2022 as gas tax collections continue to recover. Overall, the CBTF strongly supports maintaining our road and bridge infrastructure and encourages the board to closely monitor appropriate system investment, given that it is currently projected that current state and federal revenues

will not cover the need.

In the **Transportation Sales Tax & Development area**, we continue to receive annual updates from staff on Southwest LRT construction as well as the Bottineau LRT project. We understand you are closely monitoring both projects and support you in those efforts.

With respect to **Environment and Energy Department**, as in prior years, we continue to support investment in our current assets at the Energy Center, the Hennepin Energy Recovery Center and the Household Hazardous Waste and Transfer Stations. However, new this year, we are pleased to hear of the board's support for a New Anaerobic Digester, and are recommending funds as requested, including the potential for state bonding, for this great opportunity.

That completes my comments related to projects requested by Public Works areas. Are there any questions before I move on to the Public Safety and Judiciary program?

Switching to the **Law, Safety and Justice Program ...**

For **District Court**, we are recommending \$815,000 in continued funding for the *Government Center Courtroom Jury Reconfiguration* project, and are recommending an additional \$7.8 million in future funding to improve *District Court Digital Evidence Technology*. Two new court projects were requested this year: a *New In-custody Courtroom* and a *Psychological Services Expansion* project. We are supportive of both projects, but neither are programmed to start until 2025 due to the ongoing efforts to vacate the Family Justice Center and the related Government Center courts remodeling projects.

Within the **Community Corrections and Rehabilitation** department, we are mostly recommending funding as requested by staff, including an additional \$12 million toward the Adult Corrections Facility Asset Protection project. Last year, due to the county's focus on economic and racial equity in the judicial system, we encouraged you to consider accelerating the studies for the *ACF Program Services Remodel and the ACF Men's Visitation/Education & Staff Training Remodeling*. Although those studies didn't get

accelerated, we are pleased to recommend them for funding in 2022 and look forward to the positive impacts those efforts may have on rehabilitation services. Lastly, a study was requested with respect to the Adult Corrections Facility Women's Section. It is our understanding that the Administrator is proposing to defer that study until 2023 to better determine the scope of that effort. We also support deferring that work until 2023.

With respect to the **Sheriff's Office**, last year, the biggest issues were determining the long-term viability of the existing Sheriff's Patrol Headquarters building and addressing the department's access to a training facility. With the training center proceeding, and the existing Sheriff's Patrol Headquarters site the most likely location for a New Anaerobic Digester for the Environment and Energy department, we are recommending funds to keep these initiatives moving forward.

This completes my comments related to Law, Safety and Justice projects. If there are no questions related to these projects, I will move on to the Health project requests.

Switching to the **Health Program** ...

The CBTF members received an informative update and video tour of the **Medical Examiner's New Regional Facility**. In non-Covid times, we would have toured this exciting new county facility, but were still pleased to see the great results so far. Although I have mentioned this in prior years, we want to again encourage the board to continue pursuing collaborative, multi-jurisdictional projects similar to the Medical Examiner's facility when it is in the best interest of county residents.

We also were updated on the **NorthPoint Health's North Minneapolis Community Wellness Center** project and glad to see that it is proceeding again. We are recommending 2022 funding to complete this needed investment.

Regarding the **Medical Center**, we were pleased to receive an update from the medical center team this year, after last year's hiatus- and expect those presentations to continue in the future. We understand that their master campus planning efforts are on-going and we

look forward to more updates as they become available. A number of the currently requested projects are related to the master plan. The CBTF cautions the Board to not proceed too aggressively with preparatory project investments until the master planning effort is complete- in case current assumptions are substantially modified during master planning.

Given that context, we are including some funding as requested for the *Purple Parking Ramp Expansion*, which helps to set the stage for the master campus plan. We have programmed funds in 2022 and 2023 to align with the likely construction schedule. For the *625 Office Building Remodeling* which may support medical center back-office needs, we have deferred the start of the project to 2023 due to the on-going impacts of Covid on office occupancy. With respect to the *Clinic & Specialty Center Access & Infrastructure* project, we are recommending \$500,000 to fully scope and review options for this request, but have deferred the majority of the \$20 million ask until 2023 and 2024. Lastly, the medical center team has requested to increase the annual allotment toward asset preservation from \$10.5 million to \$12.5 million due to the increasing age of facility infrastructure. We fully support this request and programmed the increase in funds for 2022.

Are there any QUESTIONS on Health project requests before I move on?

This year, there is one Human Services project: a new *Women's Emergency Shelter in Minneapolis*. We fully support this project and have programmed the \$7,000,000 requested in 2022.

In the **Operations** area ...

We reviewed and are recommending projects as requested for the following departments:

- Emergency Management
- Information Technology
- Housing & Economic Development, and the
- Municipal Building Commission

Regarding the Library Department, we are recommending continued investment in Library Facility Preservation and Asset Protection where necessary, however, we are deferring the Linden Hills Library Refurbishment project one additional year, consistent with our guidance last year- that additional asset investments should not continue, unless absolutely necessary, until the long-term strategic master plan – including a review of operations and service delivery is complete.

For the Facility Services department, we continue to support the numerous investments in the county's physical assets such as *Government Center Infrastructure Preservation*, *Security Operations Infrastructure Upgrades*, *Public Safety Facility Preservation*, and *Countywide Energy Conservation*. In addition, we are pleased to support the newly requested *Climate Action Plan Facility Implementation* project with \$2,000,000 in the 2022 capital budget, and planning to increase that amount in future years of the CIP. As I mentioned at the beginning of my presentation, we are pleased to see the county investing financial resources into preparing and adapting the county's infrastructure for the impacts of climate change and working to lessen those impacts on our residents.

Are there any questions related to the CBTF's recommendation on projects requested in the Operations & Libraries area?

In closing, I wish to thank you for your continued support of the Capital Budgeting Task Force. I would also like to thank the County Administrator, and county staff for providing project information and responding to our questions in order for us to prepare our recommended 2022 Capital Budget and 5-year CIP.

THANK YOU. At this time, I'm happy to answer any additional questions you may have.



Regional Medical Examiner's Facility

The new Regional Medical Examiner's Facility, opening in 2022 in Minnetonka, will serve the residents of Hennepin, Dakota and Scott counties. Starting in 2015, the three counties joined forces to provide more efficient and effective medical examiner services for residents. The new facility serves as the home base for the tri-county service area.

For additional budget information visit:
www.hennepin.us/budgets



This material can be provided in alternative forms. For further information, please call 612-348-5125.

Hennepin County does not discriminate and provides equal access to employment, programs and services without regard to race, color, creed, religion, age, sex (except when sex is a bona fide occupational qualification), disability, marital status, sexual orientation, public assistance status, socio-economic status, education, ethnicity and/or national origin. If you believe you have been discriminated against, contact the Human Resources Department, A-400 Government Center, 300 S. Sixth St., Minneapolis, MN 55487, or call 612-348-2163. (9/09)

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