

HENNEPIN COUNTY
MINNESOTA

2021 Capital Budget
and
2021 – 2025 Capital Improvement Program



2021 CAPITAL BUDGET

2021 – 2025 Capital Improvement Program

Hennepin County, Minnesota

As approved on December 15, 2020 by the

Hennepin County Board of Commissioners

Vice-Chair, Mike Opat, District 1

Irene Fernando, District 2

Chair, Marion Greene, District 3

Angela Conley, District 4

Debbie Goettel, District 5

Jan Callison, District 6

Jeff Johnson, District 7

Hennepin County Administrator

David J. Hough

2021 Capital Budget and 20201-2025 Capital Improvement Program

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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



Elected Officials

Board of Commissioners

Mike Opat, 1st District

Irene Fernando, 2nd District

Marion Greene, 3rd District

Angela Conley, 4th District

Debbie Goettel, 5th District

Jan Callison, 6th District

Jeff Johnson, 7th District

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 4, 2021

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

Honorable Board Members:

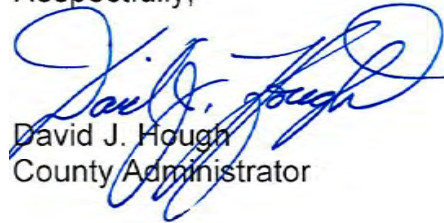
I am submitting herewith the 2021 capital budget and the 2021-2025 Capital Improvement Program (CIP), as adopted by the County Board on December 15, 2020. The adopted capital budget is in alignment with, and directly supports, the county's priorities and core services.

The 2021 capital budget totals \$189,725,460 which is \$272 million less than the \$461 million 2020 capital budget, as adjusted through June 2020. The 2021-2025 capital improvement program totals \$1,042,348,460; approximately \$527 million less than the \$1.6 billion five-year capital program that was approved last year.

The 2021 capital budget is approximately 60% less than the 2020 budget mostly due to the schedule for the HC Southwest Light Rail Transit project, which was budgeted for \$276 million in 2020 budget authority, but only \$1 million in additional authority in 2021. The county's share of this \$2 billion investment is \$593 million. Project construction is approximately 25% complete as of December 31, 2020.

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,

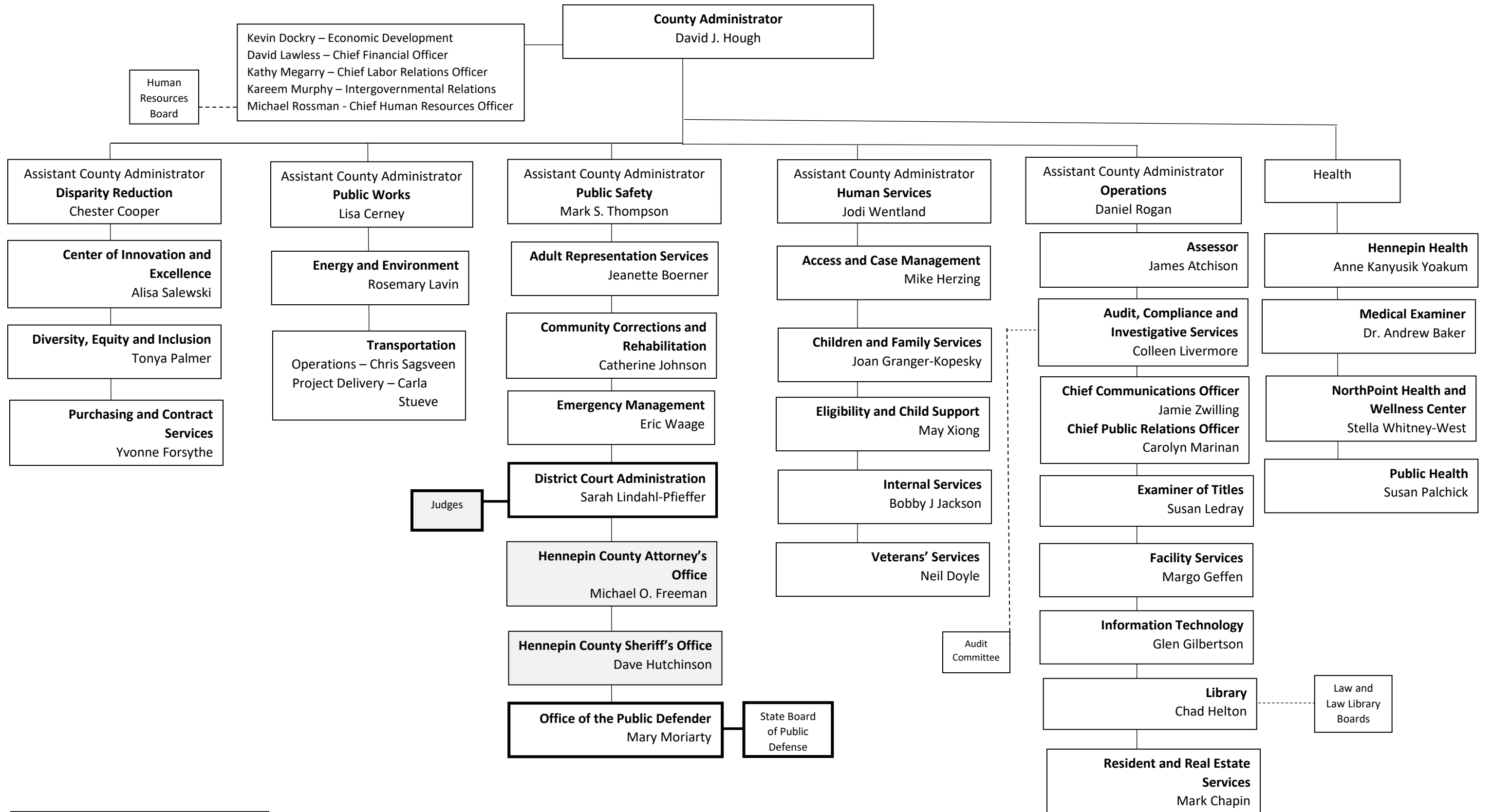


David J. Hough
County Administrator

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



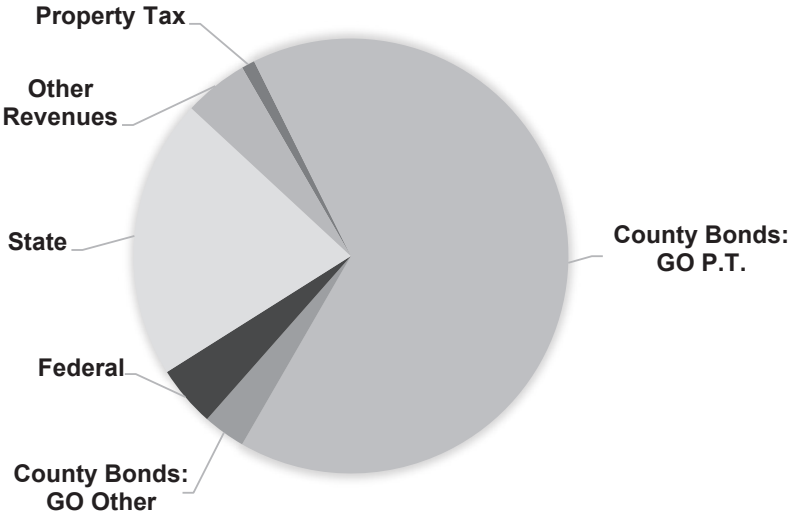


Elected Official
 State of Minnesota
 Policy

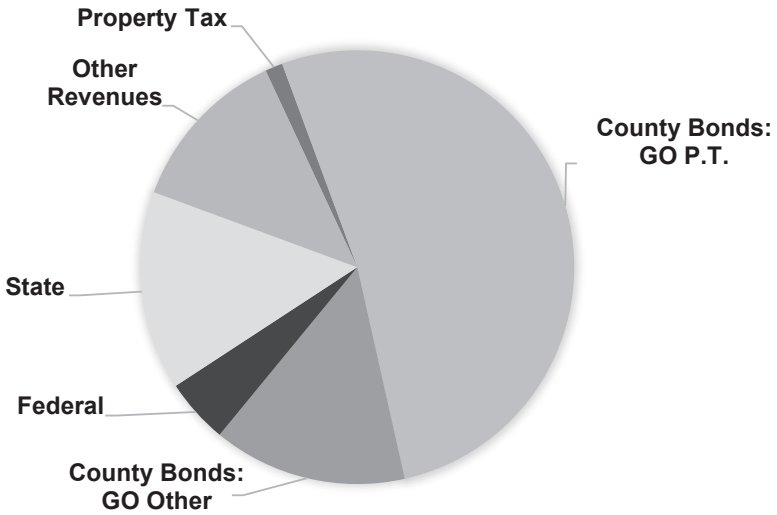
County Administration
Effective date – September 2020

Revenues

2021 Budget



2021 - 2025 CIP

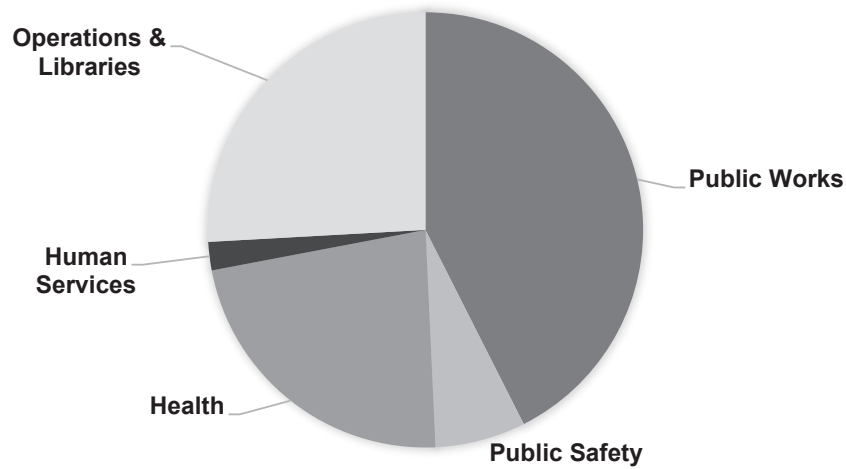


Revenue Category	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Property Tax	1,875,000	1.0%	3,444,000	3,375,000	2,540,000	2,415,000	13,649,000	1.3%
County Bonds: GO P.T.	124,621,870	65.7%	155,232,000	142,313,000	66,570,000	54,540,000	543,276,870	52.2%
County Bonds: GO Other	6,000,000	3.2%	6,750,000	6,000,000	46,000,000	86,000,000	150,750,000	14.5%
Federal	8,620,900	4.5%	9,174,000	32,625,000	0	0	50,419,900	4.8%
State	39,552,861	20.8%	29,231,000	41,948,000	27,230,000	16,725,000	154,686,861	14.8%
Other Revenues	9,054,829	4.8%	34,811,000	33,900,000	27,130,000	24,670,000	129,565,829	12.4%
Total	189,725,460	100.0%	238,642,000	260,161,000	169,470,000	184,350,000	1,042,348,460	100.0%

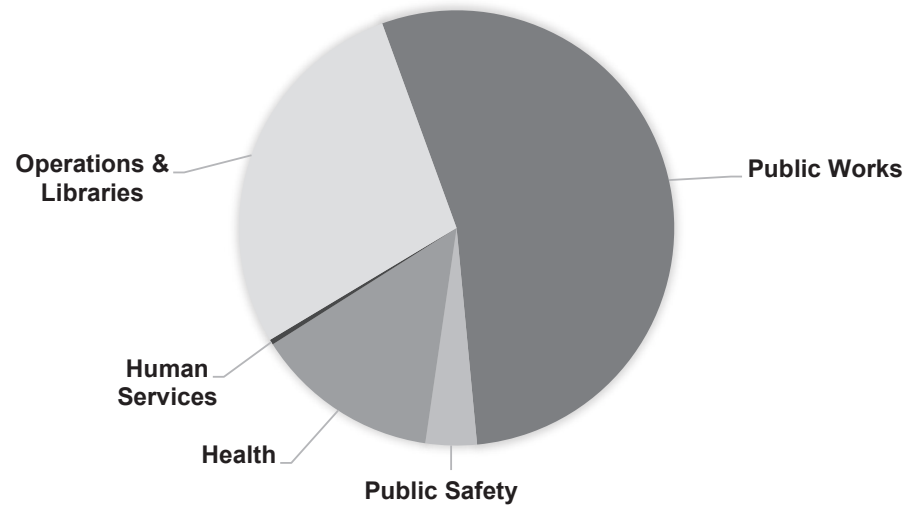
County Bonds: GO P.T. represents county issued general obligation (GO) bonds supported by property tax (P.T.) revenue.

Expenditures

2021 Budget



2021 - 2025 CIP



Expenditure Area	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Public Works	80,713,460	42.6%	95,210,000	130,598,000	116,300,000	140,585,000	563,406,460	54.0%
Public Safety	12,765,000	6.7%	14,265,000	5,995,000	4,465,000	2,200,000	39,690,000	3.8%
Health	43,150,000	22.7%	36,605,000	42,200,000	10,500,000	10,500,000	142,955,000	13.7%
Human Services	4,000,000	2.1%	0	0	0	0	4,000,000	0.4%
Operations & Libraries	49,097,000	25.9%	92,562,000	81,368,000	38,205,000	31,065,000	292,297,000	28.0%
Total	189,725,460	100.0%	238,642,000	260,161,000	169,470,000	184,350,000	1,042,348,460	100.0%

Summary of Revenues

NOTE: All total and subtotal lines precede detail

Revenue Category	Budget to Date	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
		2021 Budget	2022	2023	2024	2025		
Grand Total	1,261,740,804	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	347,265,000	2,651,354,264
Taxes	11,158,673	1,875,000	3,444,000	3,375,000	2,540,000	2,415,000	4,650,000	29,457,673
Property Tax	11,158,673	1,875,000	3,444,000	3,375,000	2,540,000	2,415,000	4,650,000	29,457,673
County Bonds	773,325,902	130,621,870	161,982,000	148,313,000	112,570,000	140,540,000	209,820,000	1,677,172,772
Bonds - GO Roads	59,360,452	26,190,000	13,800,000	14,950,000	14,850,000	12,100,000	24,050,000	165,300,452
Bonds - GO	250,965,450	98,431,870	141,432,000	127,363,000	51,720,000	42,440,000	13,670,000	726,022,320
Bonds - GO Enterprise	463,000,000	0	0	0	40,000,000	80,000,000	172,100,000	755,100,000
Bonds - GO Sales Tax	0	6,000,000	6,750,000	6,000,000	6,000,000	6,000,000	0	30,750,000
Federal	45,720,249	8,620,900	9,174,000	32,625,000	0	0	0	96,140,149
Federal - Other - Roads	44,895,249	8,620,900	9,174,000	32,625,000	0	0	0	95,315,149
Federal - Other	825,000	0	0	0	0	0	0	825,000
State	152,155,110	39,552,861	29,231,000	41,948,000	27,230,000	16,725,000	54,215,000	361,056,971
Mn/DOT State Aid - Regular	90,335,470	21,585,000	27,206,000	27,303,000	25,490,000	16,725,000	54,215,000	262,859,470
Mn/DOT State Aid - Municipal	800,000	2,850,000	825,000	3,975,000	1,740,000	0	0	10,190,000
Mn/DOT Turnback Funds	1,710,000	0	0	10,170,000	0	0	0	11,880,000
Mn/DOT Trunk Hwy Fund	8,000,000	0	0	0	0	0	0	8,000,000
State Road Bonds	25,000,000	0	0	0	0	0	0	25,000,000
State General Obligation Bonds	5,000,000	6,300,000	0	0	0	0	0	11,300,000
State Highway Grants	300,000	0	0	0	0	0	0	300,000
State - Other - Roads	3,793,390	3,031,111	200,000	500,000	0	0	0	7,524,501
State - Other	17,216,250	5,786,750	1,000,000	0	0	0	0	24,003,000
Other Revenues	279,380,870	9,054,829	34,811,000	33,900,000	27,130,000	24,670,000	78,580,000	487,526,699
Bloomington	50,000	75,000	0	100,000	0	400,000	3,800,000	4,425,000
Brooklyn Center	360,000	0	0	0	0	0	0	360,000
Brooklyn Park	26,454,000	0	635,000	635,000	0	0	0	27,724,000
Crystal	0	0	0	0	30,000	70,000	180,000	280,000
Dayton	0	0	475,000	475,000	0	0	0	950,000
Edina	0	50,000	0	100,000	0	0	0	150,000
Excelsior	0	0	0	0	760,000	0	0	760,000
Minneapolis	12,791,008	2,620,000	6,176,000	3,175,000	2,350,000	3,100,000	4,600,000	34,812,008
New Hope	25,000	200,000	0	0	0	0	0	225,000
Orono	62,000	0	0	580,000	0	0	0	642,000
Richfield	89,810	25,000	0	0	0	0	0	114,810
Shorewood	0	0	150,000	0	760,000	0	0	910,000
Spring Park	300,000	0	350,000	800,000	150,000	0	0	1,600,000
St Louis Park	0	0	300,000	780,000	2,080,000	300,000	0	3,460,000
Lease Revenues	0	700,000	500,000	500,000	500,000	500,000	0	2,700,000
Other - Roads	948,401	100,000	725,000	1,255,000	200,000	0	0	3,228,401
Transfer from other Funds	231,254,152	1,191,449	25,000,000	25,000,000	20,000,000	20,000,000	70,000,000	392,445,601
Enterprise Income	0	350,000	500,000	500,000	300,000	300,000	0	1,950,000
Other	7,046,499	3,743,380	0	0	0	0	0	10,789,879

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
Grand Total			1,261,740,804	504,781,992	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	347,265,000	2,651,354,264
PUBLIC WORKS			978,672,605	368,563,391	80,713,460	95,210,000	130,598,000	116,300,000	140,585,000	333,595,000	1,875,674,065
Transportation Roads & Bridges			284,418,453	165,400,457	72,172,011	61,960,000	99,098,000	50,000,000	34,285,000	91,495,000	693,428,464
II-8	2121100	CSAH 2 - Penn Avenue from I-394 to 44th Avenue	12,863,660	2,340,666	650,000	0	0	0	0	0	13,513,660
		Property Tax	550,000		0	0	0	0	0	0	550,000
		Bonds - GO Roads	7,700,000		390,000	0	0	0	0	0	8,090,000
		Mn/DOT State Aid - Regular	1,500,000		0	0	0	0	0	0	1,500,000
		Minneapolis	3,113,660		260,000	0	0	0	0	0	3,373,660
II-10	2986402	CSAH 3 - Construct Lake St ramps at I-35W - Phase II	47,000,000	6,519,658	0	0	0	0	0	0	47,000,000
		Bonds - GO Roads	2,887,092		0	0	0	0	0	0	2,887,092
		Federal - Other - Roads	12,026,209		0	0	0	0	0	0	12,026,209
		Mn/DOT State Aid - Regular	2,551,000		0	0	0	0	0	0	2,551,000
		State Road Bonds	23,750,000		0	0	0	0	0	0	23,750,000
		Minneapolis	5,785,699		0	0	0	0	0	0	5,785,699
II-12	2150800	CSAH 3 - Reconst Lake St fr Blaisdell to 1st & 3rd to 5th	5,700,000	3,340,461	0	0	0	0	0	0	5,700,000
		Federal - Other - Roads	3,334,640		0	0	0	0	0	0	3,334,640
		Mn/DOT State Aid - Regular	833,860		0	0	0	0	0	0	833,860
		State Road Bonds	1,000,000		0	0	0	0	0	0	1,000,000
		Minneapolis	531,500		0	0	0	0	0	0	531,500
II-14	2150900	CSAH 3 - Landscape Lake St fr Blaisdell to 1st & 3rd to 5th	1,500,000	808,880	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-16	2191800	CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nc	50,000	0	250,000	1,300,000	0	0	0	0	1,600,000
		Bonds - GO Roads	0		0	200,000	0	0	0	0	200,000
		Federal - Other - Roads	0		0	828,000	0	0	0	0	828,000
		Mn/DOT State Aid - Regular	50,000		190,000	146,000	0	0	0	0	386,000
		Minneapolis	0		60,000	126,000	0	0	0	0	186,000
II-18	2155002	CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	400,000	400,000	0	0	1,700,000	0	0	0	2,100,000
		Bonds - GO Roads	200,000		0	0	0	0	0	0	200,000
		Federal - Other - Roads	0		0	0	1,200,000	0	0	0	1,200,000
		Mn/DOT State Aid - Regular	0		0	0	500,000	0	0	0	500,000
		Minneapolis	200,000		0	0	0	0	0	0	200,000
II-20	2168100	CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	300,000	300,000	200,000	720,000	1,900,000	10,400,000	1,500,000	0	15,020,000
		Mn/DOT State Aid - Regular	300,000		200,000	420,000	1,120,000	8,320,000	1,200,000	0	11,560,000
		St Louis Park	0		0	300,000	780,000	2,080,000	300,000	0	3,460,000
II-22	2172600	CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	0	0	400,000	0	400,000	2,300,000	3,300,000	21,600,000	28,000,000
		Mn/DOT State Aid - Regular	0		400,000	0	400,000	1,700,000	2,200,000	17,600,000	22,300,000
		Minneapolis	0		0	0	0	600,000	1,100,000	4,000,000	5,700,000
II-24	2163700	CSAH 9 - Participate in TH 169 Realignment of South Ramp	0	0	820,000	0	4,780,000	0	0	0	5,600,000
		Federal - Other - Roads	0		0	0	1,600,000	0	0	0	1,600,000
		Mn/DOT State Aid - Regular	0		620,000	0	3,180,000	0	0	0	3,800,000
		New Hope	0		200,000	0	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	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-26	2172800	CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	0	0	0	110,000	190,000	1,000,000	1,300,000
		Mn/DOT State Aid - Regular	0	0	0	0	0	80,000	120,000	820,000	1,020,000
		Crystal	0	0	0	0	0	30,000	70,000	180,000	280,000
II-28	2181400	CSAH 10 - Replace Bridge #90462 over Rush Creek in Corc	0	0	850,000	0	0	0	0	0	850,000
		Mn/DOT State Aid - Regular	0	0	850,000	0	0	0	0	0	850,000
II-30	2174500	CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	250,000	110,200	0	1,900,000	1,900,000	0	0	0	4,050,000
		Bonds - GO Roads	250,000		0	950,000	950,000	0	0	0	2,150,000
		Dayton	0		0	475,000	475,000	0	0	0	950,000
		Other - Roads	0		0	475,000	475,000	0	0	0	950,000
II-32	2163400	CSAH 15 - Replace Bridge #27592 at Tanager Channel	5,950,000	5,520,075	0	0	0	0	0	0	5,950,000
		Federal - Other - Roads	2,200,000		0	0	0	0	0	0	2,200,000
		Mn/DOT State Aid - Regular	2,975,000		0	0	0	0	0	0	2,975,000
		State Highway Grants	300,000		0	0	0	0	0	0	300,000
		State - Other - Roads	475,000		0	0	0	0	0	0	475,000
II-34	2173000	CSAH 17 - France Ave Safety Impr fr American Blvd to 76th	0	0	300,000	100,000	2,400,000	0	0	0	2,800,000
		Federal - Other - Roads	0		0	0	1,800,000	0	0	0	1,800,000
		Mn/DOT State Aid - Regular	0		200,000	100,000	400,000	0	0	0	700,000
		Bloomington	0		50,000	0	100,000	0	0	0	150,000
		Edina	0		50,000	0	100,000	0	0	0	150,000
II-36	2181500	CR 26 - Replace Bridge #90627 over Painter Creek	0	0	35,000	100,000	85,000	1,650,000	0	0	1,870,000
		Property Tax	0		35,000	100,000	85,000	0	0	0	220,000
		Bonds - GO Roads	0		0	0	0	1,650,000	0	0	1,650,000
II-38	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-40	2191300	CSAH 34 - Normandale Blvd Safety Improvements at 98th S	375,000	375,000	1,850,000	0	0	0	0	0	2,225,000
		Bonds - GO Roads	0		480,000	0	0	0	0	0	480,000
		Federal - Other - Roads	0		1,170,000	0	0	0	0	0	1,170,000
		Mn/DOT State Aid - Regular	325,000		200,000	0	0	0	0	0	525,000
		Bloomington	50,000		0	0	0	0	0	0	50,000
II-42	2154300	CSAH 35 - Portland Bikeway constr fr 67th St to 60th St	4,731,984	3,996,588	0	0	0	0	0	0	4,731,984
		Property Tax	41,328		0	0	0	0	0	0	41,328
		Federal - Other - Roads	750,000		0	0	0	0	0	0	750,000
		Mn/DOT State Aid - Regular	3,538,000		0	0	0	0	0	0	3,538,000
		Minneapolis	218,580		0	0	0	0	0	0	218,580
		Richfield	89,810		0	0	0	0	0	0	89,810
		Other - Roads	94,266		0	0	0	0	0	0	94,266
II-44	2191600	CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrow	50,000	50,000	250,000	1,250,000	0	0	0	0	1,550,000
		Property Tax	0		0	54,000	0	0	0	0	54,000
		Bonds - GO Roads	0		0	250,000	0	0	0	0	250,000
		Federal - Other - Roads	0		0	846,000	0	0	0	0	846,000
		Mn/DOT State Aid - Regular	50,000		200,000	100,000	0	0	0	0	350,000
		Bloomington	0		25,000	0	0	0	0	0	25,000
		Richfield	0		25,000	0	0	0	0	0	25,000

Revenues by Project

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-46	2167301	CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St S	1,050,000	300,000	2,100,000	14,100,000	0	0	0	0	17,250,000
		Property Tax	0		0	200,000	0	0	0	0	200,000
		Federal - Other - Roads	0		0	5,500,000	0	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	900,000		1,550,000	4,650,000	0	0	0	0	7,100,000
		Minneapolis	150,000		550,000	3,750,000	0	0	0	0	4,450,000
II-48	2186700	CR 47 - Turnback to Plymouth fr CSAH 101 to CSAH 61	0	0	5,000,000	0	0	0	0	0	5,000,000
		Bonds - GO Roads	0		5,000,000	0	0	0	0	0	5,000,000
II-50	2191700	CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwoc	0	0	50,000	125,000	650,000	0	0	0	825,000
		Federal - Other - Roads	0		0	0	405,000	0	0	0	405,000
		Mn/DOT State Aid - Municipal	0		50,000	125,000	245,000	0	0	0	420,000
II-52	2170500	CSAH 51 - Replace Bridge #7258 over Hendrickson Channe	500,000	275,000	200,000	2,900,000	0	0	0	0	3,600,000
		Mn/DOT State Aid - Regular	500,000		200,000	2,900,000	0	0	0	0	3,600,000
II-54	2170600	CSAH 51 - Replace Bridge #7194 over Noerenberg Channel	0	0	125,000	3,000,000	0	0	0	0	3,125,000
		Mn/DOT State Aid - Regular	0		125,000	3,000,000	0	0	0	0	3,125,000
II-56	2182000	CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH	1,100,000	1,100,000	0	1,050,000	4,500,000	750,000	0	0	7,400,000
		Mn/DOT State Aid - Municipal	800,000		0	700,000	3,700,000	600,000	0	0	5,800,000
		Spring Park	300,000		0	350,000	800,000	150,000	0	0	1,600,000
II-58	2164000	CSAH 52 - Recondition Hennepin Avenue Bridge	275,000	267,181	0	0	4,000,000	2,000,000	0	0	6,275,000
		Bonds - GO Roads	0		0	0	0	1,000,000	0	0	1,000,000
		Mn/DOT State Aid - Regular	275,000		0	0	4,000,000	1,000,000	0	0	5,275,000
II-60	2143102	CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	0	0	0	400,000	1,800,000	18,800,000	21,000,000
		Mn/DOT State Aid - Regular	0		0	0	0	400,000	1,400,000	15,000,000	16,800,000
		Bloomington	0		0	0	0	0	400,000	3,800,000	4,200,000
II-62	2182100	CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	550,000	50,000	1,200,000	1,200,000	11,100,000	0	0	0	14,050,000
		Bonds - GO Roads	50,000		0	0	0	0	0	0	50,000
		Federal - Other - Roads	0		0	0	5,500,000	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	500,000		800,000	500,000	2,975,000	0	0	0	4,775,000
		State - Other - Roads	0		100,000	200,000	500,000	0	0	0	800,000
		Minneapolis	0		300,000	500,000	2,075,000	0	0	0	2,875,000
		Other - Roads	0		0	0	50,000	0	0	0	50,000
II-64	2182800	CSAH 57 - Participate in Humboldt reconst fr 53rd to 57th Av	0	0	0	0	0	700,000	0	0	700,000
		Mn/DOT State Aid - Regular	0		0	0	0	700,000	0	0	700,000
II-66	2092200	CSAH 81 - Reconstruct Bottineau Blvd fr CSAH 8 to TH 16E	27,070,000	9,600,215	1,700,000	0	0	0	0	0	28,770,000
		Property Tax	210,000		0	0	0	0	0	0	210,000
		Federal - Other - Roads	7,560,000		0	0	0	0	0	0	7,560,000
		Mn/DOT State Aid - Regular	14,206,690		1,700,000	0	0	0	0	0	15,906,690
		Brooklyn Park	4,738,000		0	0	0	0	0	0	4,738,000
		Other - Roads	355,310		0	0	0	0	0	0	355,310
II-68	2165200	CSAH 81 - Broadway Safety Improvements at Lyndale Ave	500,000	385,363	857,000	0	0	0	0	0	1,357,000
		Property Tax	50,000		0	0	0	0	0	0	50,000
		Bonds - GO Roads	0		220,700	0	0	0	0	0	220,700
		Federal - Other - Roads	0		636,300	0	0	0	0	0	636,300
		Mn/DOT State Aid - Regular	450,000		0	0	0	0	0	0	450,000

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Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-70	2167600	CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Low	12,800,000	11,160,318	10,900,000	0	0	0	0	0	23,700,000
		Bonds - GO Roads	2,000,000		9,200,000	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	3,800,000		700,000	0	0	0	0	0	4,500,000
		State - Other - Roads	0		1,000,000	0	0	0	0	0	1,000,000
II-72	2182300	CSAH 82 - Const multi-use trail fr county line to 2nd St	250,000	250,000	0	750,000	200,000	4,300,000	0	0	5,500,000
		Mn/DOT State Aid - Regular	250,000		0	600,000	200,000	1,440,000	0	0	2,490,000
		Mn/DOT State Aid - Municipal	0		0	0	0	1,140,000	0	0	1,140,000
		Excelsior	0		0	0	0	760,000	0	0	760,000
		Shorewood	0		0	150,000	0	760,000	0	0	910,000
		Other - Roads	0		0	0	0	200,000	0	0	200,000
II-74	2175900	CSAH 90 - Reconstruct CSAH 90 at TH 12	1,000,000	1,000,000	0	0	0	0	0	0	1,000,000
		Bonds - GO Roads	0		1,000,000	0	0	0	0	0	1,000,000
		State General Obligation Bonds	1,000,000		(1,000,000)	0	0	0	0	0	0
II-76	2161100	CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 1	4,000,000	1,410,783	18,311,111	0	0	0	0	0	22,311,111
		Federal - Other - Roads	0		6,280,000	0	0	0	0	0	6,280,000
		Mn/DOT State Aid - Municipal	0		2,800,000	0	0	0	0	0	2,800,000
		State General Obligation Bonds	4,000,000		7,300,000	0	0	0	0	0	11,300,000
		State - Other - Roads	0		1,931,111	0	0	0	0	0	1,931,111
II-78	2174900	CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave	0	0	0	1,000,000	0	0	0	0	1,000,000
		Bonds - GO Roads	0		0	1,000,000	0	0	0	0	1,000,000
II-80	2923900	CSAH 103 - Reconst W Broadway fr 85th Ave N to 93rd Ave	36,340,000	33,787,110	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-82	2051400	CSAH 103 - Reconst 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-84	2091103	CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	2,304,000	1,895,694	0	0	12,448,000	0	0	0	14,752,000
		Mn/DOT State Aid - Regular	532,000		0	0	1,568,000	0	0	0	2,100,000
		Mn/DOT State Aid - Municipal	0		0	0	30,000	0	0	0	30,000
		Mn/DOT Turnback Funds	1,710,000		0	0	10,170,000	0	0	0	11,880,000
		Orono	62,000		0	0	580,000	0	0	0	642,000
		Other - Roads	0		0	0	100,000	0	0	0	100,000
II-86	2181800	CSAH 146 - Replace Bridge #90623 over Luce Line Trail	0	0	0	0	0	50,000	205,000	6,595,000	6,850,000
		Mn/DOT State Aid - Regular	0		0	0	0	50,000	205,000	6,595,000	6,850,000
II-88	2111000	CSAH 152 - Reconst Rd fr CSAH 2 (Penn) to 41st Avenue N	11,758,000	10,420,450	5,750,000	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	2,074,175		5,000,000	0	0	0	0	0	7,074,175
		Minneapolis	2,368,000		750,000	0	0	0	0	0	3,118,000
		Other - Roads	315,825		0	0	0	0	0	0	315,825

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					2021 Budget	2022	2023	2024	2025		
II-90	2174100	CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th	1,000,000	576,850	1,650,000	9,000,000	2,000,000	0	0	0	13,650,000
		Bonds - GO Roads	200,000		550,000	1,400,000	500,000	0	0	0	2,650,000
		Federal - Other - Roads	0		0	2,000,000	0	0	0	0	2,000,000
		Mn/DOT State Aid - Regular	600,000		600,000	4,400,000	1,100,000	0	0	0	6,700,000
		Minneapolis	200,000		500,000	1,200,000	400,000	0	0	0	2,300,000
II-92	2090600	CSAH 152 - Participate in Brooklyn Blvd reconst Bass Lk to	0	0	4,500,000	0	0	0	0	0	4,500,000
		Bonds - GO Roads	0		1,100,000	0	0	0	0	0	1,100,000
		Mn/DOT State Aid - Regular	0		3,400,000	0	0	0	0	0	3,400,000
II-94	2176500	CSAH 152 - Rehabilitate Osseo Rd Bridge #27152 over CP	100,000	100,000	0	2,200,000	0	0	0	0	2,300,000
		Mn/DOT State Aid - Regular	100,000		0	2,200,000	0	0	0	0	2,300,000
II-96	2176400	CSAH 152 - Replace Bridge #91333 over Bassett Creek	0	0	50,000	240,000	360,000	3,900,000	0	0	4,550,000
		Mn/DOT State Aid - Regular	0		50,000	240,000	360,000	3,900,000	0	0	4,550,000
II-98	2140900	CSAH 153 - Reconst Lowry Ave fr Washington St NE to Joh	630,000	612,097	800,000	1,800,000	10,200,000	5,000,000	0	0	18,430,000
		Bonds - GO Roads	430,000		0	600,000	200,000	800,000	0	0	2,030,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	200,000		600,000	600,000	2,600,000	3,200,000	0	0	7,200,000
		Minneapolis	0		200,000	600,000	400,000	1,000,000	0	0	2,200,000
II-100	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
II-102	2140800	CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	0	300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000
		Bonds - GO Roads	0		0	0	50,000	200,000	1,600,000	800,000	2,650,000
		Mn/DOT State Aid - Regular	0		0	300,000	1,000,000	1,200,000	7,400,000	1,600,000	11,500,000
		Minneapolis	0		0	0	300,000	750,000	2,000,000	600,000	3,650,000
II-104	2176600	CSAH 158 - Replace Bridge #4510 over CP Rail	1,000,000	400,000	1,500,000	1,300,000	13,000,000	0	0	0	16,800,000
		Bonds - GO Roads	0		0	0	2,000,000	0	0	0	2,000,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	1,000,000		1,500,000	1,300,000	4,000,000	0	0	0	7,800,000
II-106	2164400	Advanced Traffic Management System (ATMS)	17,250,000	1,606,666	0	3,500,000	2,500,000	0	0	0	23,250,000
		Bonds - GO Roads	13,992,000		0	3,500,000	2,500,000	0	0	0	19,992,000
		Federal - Other - Roads	3,258,000		0	0	0	0	0	0	3,258,000
II-108	2166100	Pedestrian Crossing Improvements at various locations	872,000	799,498	0	0	0	0	0	0	872,000
		Federal - Other - Roads	477,000		0	0	0	0	0	0	477,000
		Mn/DOT State Aid - Regular	395,000		0	0	0	0	0	0	395,000
II-110	2176000	Metro Transit D Line - Locally Requested Scope	450,000	349,999	894,000	2,000,000	0	0	0	0	3,344,000
		Property Tax	50,000		150,000	0	0	0	0	0	200,000
		Bonds - GO Roads	0		209,400	0	0	0	0	0	209,400
		Federal - Other - Roads	0		534,600	0	0	0	0	0	534,600
		Mn/DOT State Aid - Regular	400,000		0	2,000,000	0	0	0	0	2,400,000
II-112	2166200	Midtown Greenway Bikeway Safety Improvements	874,000	731,731	0	0	0	0	0	0	874,000
		Property Tax	110,000		0	0	0	0	0	0	110,000
		Bonds - GO Roads	100,000		0	0	0	0	0	0	100,000
		Federal - Other - Roads	531,000		0	0	0	0	0	0	531,000
		Other - Roads	133,000		0	0	0	0	0	0	133,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-114	2191500	Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	50,000	50,000	100,000	250,000	1,750,000	0	0	0	2,150,000
		Federal - Other - Roads	0		0	0	1,120,000	0	0	0	1,120,000
		Other - Roads	50,000		100,000	250,000	630,000	0	0	0	1,030,000
II-116	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-118	2155600	TH 252 Improvements from I-694 to TH 610	5,338,390	0	0	0	0	0	0	0	5,338,390
		Property Tax	300,000		0	0	0	0	0	0	300,000
		Bonds - GO Roads	720,000		0	0	0	0	0	0	720,000
		Mn/DOT State Aid - Regular	100,000		0	0	0	0	0	0	100,000
		State - Other - Roads	3,318,390		0	0	0	0	0	0	3,318,390
		Brooklyn Center	360,000		0	0	0	0	0	0	360,000
		Brooklyn Park	540,000		0	0	0	0	0	0	540,000
II-120	2167700	TH 252 / CSAH 109 85th Avenue N interchange	19,280,000	19,280,000	0	635,000	7,635,000	0	0	0	27,550,000
		Bonds - GO Roads	6,280,000		0	0	0	0	0	0	6,280,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	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	635,000	635,000	0	0	0	6,270,000
II-122	2999961	Maple Grove R of W Acquisition Reimbursement (CP 9635)	147,345	147,345	40,000	40,000	40,000	40,000	40,000	0	347,345
		Property Tax	147,345		40,000	40,000	40,000	40,000	40,000	0	347,345
II-124	2999971	Bottineau LRT Partnership Participation	1,000,000	1,000,000	(1,000,000)	0	2,500,000	2,750,000	2,750,000	0	8,000,000
		Bonds - GO Roads	1,000,000		(1,000,000)	0	2,500,000	2,750,000	2,750,000	0	8,000,000
II-126	2999968	Southwest LRT Partnership Participation	5,600,000	5,321,286	(850,000)	0	0	0	0	0	4,750,000
		Bonds - GO Roads	5,600,000		(850,000)	0	0	0	0	0	4,750,000
II-128	2183300	Safety and Asset Management 2019-2023	11,094,074	1,799,143	12,589,900	7,800,000	8,150,000	0	0	0	39,633,974
		Property Tax	445,000		200,000	200,000	200,000	0	0	0	1,045,000
		Bonds - GO Roads	8,791,360		9,889,900	4,100,000	4,250,000	0	0	0	27,031,260
		Mn/DOT State Aid - Regular	1,857,714		2,500,000	3,500,000	3,700,000	0	0	0	11,557,714
II-130	2183500	Cost Participation and Partnerships 2019-2023	6,475,000	5,286,541	0	2,800,000	3,000,000	0	0	0	12,275,000
		Property Tax	1,315,000		0	1,000,000	1,000,000	0	0	0	3,315,000
		Bonds - GO Roads	1,910,000		0	1,800,000	2,000,000	0	0	0	5,710,000
		Mn/DOT State Aid - Regular	3,225,000		0	0	0	0	0	0	3,225,000
		New Hope	25,000		0	0	0	0	0	0	25,000
II-132	2183400	Project Delivery 2019-2023	1,275,000	1,113,047	100,000	600,000	550,000	0	0	0	2,525,000
		Property Tax	425,000		100,000	350,000	350,000	0	0	0	1,225,000
		Mn/DOT State Aid - Regular	850,000		0	250,000	200,000	0	0	0	1,300,000
II-134	2201000	Safety and Asset Management 2024-2028	0	0	0	0	0	8,150,000	8,150,000	24,450,000	40,750,000
		Property Tax	0		0	0	0	200,000	200,000	600,000	1,000,000
		Bonds - GO Roads	0		0	0	0	4,950,000	4,250,000	12,750,000	21,950,000
		Mn/DOT State Aid - Regular	0		0	0	0	3,000,000	3,700,000	11,100,000	17,800,000
II-136	2201200	Project Delivery 2024-2028	0	0	0	0	0	850,000	850,000	2,550,000	4,250,000
		Property Tax	0		0	0	0	350,000	350,000	1,050,000	1,750,000
		Mn/DOT State Aid - Regular	0		0	0	0	500,000	500,000	1,500,000	2,500,000
II-138	2201100	Cost Participation and Partnerships 2024-2028	0	0	0	0	0	4,500,000	4,500,000	13,500,000	22,500,000
		Property Tax	0		0	0	0	1,000,000	1,000,000	3,000,000	5,000,000
		Bonds - GO Roads	0		0	0	0	3,500,000	3,500,000	10,500,000	17,500,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
	Transportation Provisional (excluded from Public Works Total)		0	0	0	0	0	0	0	93,100,000	93,100,000
II-140	2200800	CSAH 10 - Replace Bridge #91131 over Twin Lake	0		0	0	0	0	0	1,760,000	1,760,000
II-142	2200900	CSAH 17 - Replace Bridge #90475 over Nine Mile Creek	0		0	0	0	0	0	2,270,000	2,270,000
II-144	2191400	CSAH 19 - Safety improvements at 109th Ave	0		0	0	0	0	0	4,500,000	4,500,000
II-146	2052300	CSAH 22 - Reconst Lyndale Ave fr HCRRRA Bridge to Frankli	0		0	0	0	0	0	16,900,000	16,900,000
II-148	2984501	CSAH 23 - Reconst Marshall St fr 3rd Ave NE to 16th Ave N	0		0	0	0	0	0	13,000,000	13,000,000
II-150	2984502	CSAH 23 - Reconst Marshall St fr 16th Ave NE to 27th Ave N	0		0	0	0	0	0	14,500,000	14,500,000
II-152	2181600	CSAH 31 - Replace Bridge #90489 over Minnehaha Creek	0		0	0	0	0	0	6,640,000	6,640,000
II-154	2200700	CSAH 40 - Replace Bridge #94282 over Basset Creek	0		0	0	0	0	0	1,460,000	1,460,000
II-156	2181700	CSAH 121 - Replace Bridge #90617 over Rush Creek	0		0	0	0	0	0	1,870,000	1,870,000
II-158	2182900	CSAH 130 - Participate in Brooklyn Blvd reconst at TH 169	0		0	0	0	0	0	3,000,000	3,000,000
II-160	2191100	CSAH 130 - Reconst 69th Ave fr Unity Ave to Lee Ave	0		0	0	0	0	0	5,800,000	5,800,000
II-162	2021000	CSAH 150 - Construct Fletcher Bypass to CSAH 81	0		0	0	0	0	0	6,900,000	6,900,000
II-164	2191200	CSAH 152 - Reconst Washington Ave N fr Plymouth Ave to	0		0	0	0	0	0	14,500,000	14,500,000
	Transportation Sales Tax & Development		694,254,152	203,162,935	1,191,449	25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	1,147,545,601
II-166	1005876	HC Southwest Light Rail Transit	591,385,664	121,106,190	1,191,449	0	0	0	0	0	592,577,113
		Bonds - GO Sales Tax	400,000,000		0	0	0	0	0	0	400,000,000
		Transfer from other Funds	191,385,664		1,191,449	0	0	0	0	0	192,577,113
II-168	1005877	HC Bottineau Light Rail Transit	78,000,000	74,755,757	0	25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000
		Bonds - GO Sales Tax	63,000,000		0	0	0	40,000,000	80,000,000	172,100,000	355,100,000
		Transfer from other Funds	15,000,000		0	25,000,000	25,000,000	20,000,000	20,000,000	70,000,000	175,000,000
II-170	1005878	HC Bus Rapid Transit Orange Line Construction	24,868,488	7,300,988	0	0	0	0	0	0	24,868,488
		Transfer from other Funds	24,868,488		0	0	0	0	0	0	24,868,488
	Environment & Energy		0	0	7,350,000	8,250,000	6,500,000	6,300,000	6,300,000	0	34,700,000
II-172	1006390	HERC Facility Preservation & Improvement 2021-2025	0	0	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	25,000,000
		Bonds - GO Enterprise	0		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	25,000,000
II-174	1006391	Energy Center Improvements 2021-2025	0	0	0	750,000	1,000,000	1,000,000	1,000,000	0	3,750,000
		Bonds - GO Enterprise	0		0	750,000	1,000,000	1,000,000	1,000,000	0	3,750,000
II-176	1006392	Transfer Station Facility Preservation 2021-2025	0	0	350,000	500,000	500,000	300,000	300,000	0	1,950,000
		Enterprise Income	0		350,000	500,000	500,000	300,000	300,000	0	1,950,000
II-178	1005188	Organics Tipping and Loading Expansion	0	0	2,000,000	2,000,000	0	0	0	0	4,000,000
		Bonds - GO Enterprise	0		1,000,000	1,000,000	0	0	0	0	2,000,000
		State - Other	0		1,000,000	1,000,000	0	0	0	0	2,000,000
	PUBLIC SAFETY AND JUDICIARY		19,994,000	12,714,129	12,765,000	14,265,000	5,995,000	4,465,000	2,200,000	0	59,684,000
	Public Safety & Justice		3,984,000	904	900,000	0	0	0	0	0	4,884,000
III-2	1004451	Emergency Communications ARMER System Upgrade	3,984,000	904	900,000	0	0	0	0	0	4,884,000
		Bonds - GO	3,984,000		900,000	0	0	0	0	0	4,884,000
	District Court		4,000,000	3,214,000	0	0	0	0	200,000	0	4,200,000
III-4	1006378	District Court Digital Evidence Technology	4,000,000	3,214,000	0	0	0	0	0	0	4,000,000
		Bonds - GO	1,500,000		0	0	0	0	0	0	1,500,000
		State - Other	2,500,000		0	0	0	0	0	0	2,500,000
III-6	1008036	District Court Psychological Services Expansion	0	0	0	0	0	0	100,000	0	100,000
		Property Tax	0		0	0	0	0	100,000	0	100,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
III-8	1008037	New In-custody Courtroom	0	0	0	0	0	0	100,000	0	100,000
		Property Tax	0		0	0	0	0	100,000	0	100,000
		Community Corrections & Rehabilitation	11,200,000	8,689,225	11,865,000	13,055,000	5,765,000	4,465,000	2,000,000	0	48,350,000
III-10	1006380	DOCCR ACF Asset Protection 2019-2025	8,000,000	6,328,453	11,565,000	10,755,000	3,765,000	2,465,000	0	0	36,550,000
		Bonds - GO	8,000,000		11,565,000	10,755,000	3,765,000	2,465,000	0	0	36,550,000
III-12	1005168	ACF Program Services Remodel	0	0	0	100,000	0	0	0	0	100,000
		Property Tax	0		0	100,000	0	0	0	0	100,000
III-14	1006379	DOCCR CHS Asset Protection 2019-2025	3,200,000	2,360,772	0	2,000,000	2,000,000	2,000,000	2,000,000	0	11,200,000
		Bonds - GO	3,200,000		0	2,000,000	2,000,000	2,000,000	2,000,000	0	11,200,000
III-16	1008041	ACF Campus Master Plan Study	0	0	300,000	0	0	0	0	0	300,000
		Property Tax	0		300,000	0	0	0	0	0	300,000
III-18	1008038	ACF Men's Visitation/Education & Staff Training Remodeling	0	0	0	100,000	0	0	0	0	100,000
		Property Tax	0		0	100,000	0	0	0	0	100,000
III-20	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	810,000	810,000	0	1,210,000	230,000	0	0	0	2,250,000
III-22	1006425	New Sheriff's Law Enforcement Center	0	0	0	100,000	0	0	0	0	100,000
		Property Tax	0		0	100,000	0	0	0	0	100,000
III-24	1007652	Joint HC / Maple Grove Gun Range & Training Center	0	0	0	100,000	0	0	0	0	100,000
		Property Tax	0		0	100,000	0	0	0	0	100,000
III-26	1007214	Sheriff's Furniture Upgrades	810,000	810,000	0	1,010,000	230,000	0	0	0	2,050,000
		Bonds - GO	810,000		0	1,010,000	230,000	0	0	0	2,050,000
		HEALTH	119,485,000	63,371,329	43,150,000	36,605,000	42,200,000	10,500,000	10,500,000	0	262,440,000
		North Point Health & Wellness Center	61,950,000	45,686,015	10,795,000	8,405,000	0	0	0	0	81,150,000
IV-2	0031735	North Minneapolis Community Wellness Center	61,950,000	45,686,015	10,795,000	8,405,000	0	0	0	0	81,150,000
		Property Tax	100,000		0	0	0	0	0	0	100,000
		Bonds - GO	61,500,000		10,795,000	8,405,000	0	0	0	0	80,700,000
		Other	350,000		0	0	0	0	0	0	350,000
		Medical Examiner	30,985,000	(508,699)	21,855,000	0	0	0	0	0	52,840,000
IV-4	1002306	New Regional Medical Examiner's Facility	30,985,000	(508,699)	21,855,000	0	0	0	0	0	52,840,000
		Bonds - GO	12,591,250		13,324,870	0	0	0	0	0	25,916,120
		State - Other	13,716,250		4,786,750	0	0	0	0	0	18,503,000
		Other	4,677,500		3,743,380	0	0	0	0	0	8,420,880
		Medical Center	26,550,000	18,194,013	10,500,000	28,200,000	42,200,000	10,500,000	10,500,000	0	128,450,000
IV-6	1007546	HHS Asset Preservation 2021-2025	0	0	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	0	52,500,000
		Bonds - GO	0		10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	0	52,500,000
IV-8	1007542	HHS 625 Building Office Remodeling	800,000	800,000	0	5,200,000	6,000,000	0	0	0	12,000,000
		Bonds - GO	800,000		0	5,200,000	6,000,000	0	0	0	12,000,000
IV-10	1007543	HHS Master Plan Preparatory Phases	25,750,000	17,394,013	0	12,500,000	25,700,000	0	0	0	63,950,000
		Bonds - GO	25,750,000		0	12,500,000	25,700,000	0	0	0	63,950,000
		HUMAN SERVICES & PUBLIC HEALTH	0	0	4,000,000	0	0	0	0	0	4,000,000
V-2	1008339	Mental Health Clinic Relocation	0	0	3,500,000	0	0	0	0	0	3,500,000
		Bonds - GO	0		3,500,000	0	0	0	0	0	3,500,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
VI-4	1008043	Public Health Clinic for Homeless	0	0	500,000	0	0	0	0	0	500,000
		Bonds - GO	0		500,000	0	0	0	0	0	500,000
		OPERATIONS	143,589,199	60,133,143	49,097,000	92,562,000	81,368,000	38,205,000	31,065,000	13,670,000	449,556,199
		Emergency Management	0	0	0	5,145,000	0	0	0	0	5,145,000
VI-4	1006386	Emergency Management Outdoor Warning Sirens Upgrade	0	0	0	5,145,000	0	0	0	0	5,145,000
		Bonds - GO	0		0	5,145,000	0	0	0	0	5,145,000
		Information Technology	0	0	4,250,000	1,500,000	1,500,000	1,250,000	1,250,000	0	9,750,000
VI-6	1006393	IT Community Connectivity 2021-2025	0	0	1,500,000	1,500,000	1,500,000	1,250,000	1,250,000	0	7,000,000
		Bonds - GO	0		1,500,000	1,500,000	1,500,000	1,250,000	1,250,000	0	7,000,000
VI-8	1008159	General IT Upgrades & Enhancements	0	0	2,500,000	0	0	0	0	0	2,500,000
		Bonds - GO	0		2,500,000	0	0	0	0	0	2,500,000
VI-10	1008044	IT Data Center Development	0	0	250,000	0	0	0	0	0	250,000
		Property Tax	0		250,000	0	0	0	0	0	250,000
		Housing & Economic Development	19,186,999	7,292,346	575,000	3,205,000	4,020,000	2,600,000	2,400,000	0	31,986,999
VI-12	0031805	Southwest LRT Community Works	10,598,999	2,358,539	175,000	1,405,000	1,020,000	0	0	0	13,198,999
		Bonds - GO	8,675,000		175,000	1,405,000	1,020,000	0	0	0	11,275,000
		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-14	1001560	Penn Avenue Community Works	4,153,000	2,574,648	400,000	0	0	0	0	0	4,553,000
		Property Tax	2,833,000		0	0	0	0	0	0	2,833,000
		Bonds - GO	400,000		400,000	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-16	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	1,000,000	300,000	0	0	2,535,000
		Bonds - GO	2,600,000		0	1,800,000	2,000,000	2,300,000	2,400,000	0	11,100,000
		Other	600,000		0	0	0	0	0	0	600,000
		Library	11,095,000	10,745,924	3,300,000	7,734,000	11,205,000	14,510,000	14,970,000	13,670,000	76,484,000
VI-18	1008265	Library Strategic Planning	0	0	300,000	0	0	0	0	0	300,000
		Property Tax	0		300,000	0	0	0	0	0	300,000
VI-20	1006394	Library Facility Preservation 2021-2025	0	0	3,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	23,000,000
		Bonds - GO	0		3,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	23,000,000
VI-22	1006403	Library Equipment Replacement 2021-2025	0	0	0	450,000	0	0	0	0	450,000
		Bonds - GO	0		0	450,000	0	0	0	0	450,000
VI-24	1005259	New Southdale Library	10,600,000	10,343,462	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
VI-26	1004469	East Lake Library Refurbishment	90,000	90,000	0	0	0	0	410,000	0	500,000
		Bonds - GO	90,000		0	0	0	0	410,000	0	500,000
VI-28	1006381	Rockford Road Library Asset Protection	0	0	0	1,194,000	3,895,000	0	0	0	5,089,000
		Bonds - GO	0		0	1,194,000	3,895,000	0	0	0	5,089,000
VI-30	1004468	Westonka Library Replacement	200,000	171,368	0	0	0	1,325,000	9,135,000	0	10,660,000
		Property Tax	200,000		0	0	0	0	0	0	200,000
		Bonds - GO	0		0	0	0	1,325,000	9,135,000	0	10,460,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
VI-32	1004476	Sumner Library Refurbishment	90,000	26,094	0	450,000	1,140,000	3,910,000	0	0	5,590,000
		Bonds - GO	90,000		0	450,000	1,140,000	3,910,000	0	0	5,590,000
VI-34	1004464	Linden Hills Library Refurbishment	0	0	0	140,000	665,000	2,165,000	0	0	2,970,000
		Bonds - GO	0		0	140,000	665,000	2,165,000	0	0	2,970,000
VI-36	1006387	Augsburg Park Library Asset Protection	0	0	0	0	505,000	1,545,000	0	0	2,050,000
		Bonds - GO	0		0	0	505,000	1,545,000	0	0	2,050,000
VI-38	1001788	Brookdale Library Refurbishment	115,000	115,000	0	0	0	565,000	425,000	13,670,000	14,775,000
		Bonds - GO	115,000		0	0	0	565,000	425,000	13,670,000	14,775,000
VI-40	1004444	Central Library Program/Asset Master Plan	0	0	0	500,000	0	0	0	0	500,000
		Bonds - GO	0		0	500,000	0	0	0	0	500,000
		Facility Services	92,505,000	37,714,753	34,563,000	64,071,000	62,982,000	18,670,000	12,445,000	0	285,236,000
VI-42	1006395	Environmental Health & Safety 2021 - 2025	0	0	500,000	500,000	500,000	500,000	500,000	0	2,500,000
		Property Tax	0		500,000	500,000	500,000	500,000	500,000	0	2,500,000
VI-44	1000874	Government Center Infrastructure Preservation	29,310,000	5,256,051	6,610,000	8,910,000	8,480,000	0	0	0	53,310,000
		Bonds - GO	29,310,000		6,610,000	8,910,000	8,480,000	0	0	0	53,310,000
VI-46	1006396	Countywide Energy Conservation 2021-2025	0	0	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	0	9,500,000
		Bonds - GO	0		1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	0	9,500,000
VI-48	1006398	Building Automation System Upgrades 2021-2025	0	0	1,700,000	2,185,000	2,060,000	1,070,000	1,070,000	0	8,085,000
		Bonds - GO	0		1,700,000	2,185,000	2,060,000	1,070,000	1,070,000	0	8,085,000
VI-50	1006397	Facility Preservation 2021-2025	0	0	5,000,000	7,000,000	7,000,000	7,000,000	7,000,000	0	33,000,000
		Bonds - GO	0		5,000,000	7,000,000	7,000,000	7,000,000	7,000,000	0	33,000,000
VI-52	1006402	General Office Space & Furniture Mods. 2021-2025	0	0	5,000,000	750,000	750,000	750,000	750,000	0	8,000,000
		Bonds - GO	0		5,000,000	750,000	750,000	750,000	750,000	0	8,000,000
VI-54	1007208	625 Building Occupancy Preparation & Rehabilitation	12,200,000	11,800,333	3,700,000	1,800,000	1,500,000	800,000	0	0	20,000,000
		Bonds - GO	12,200,000		3,700,000	1,800,000	1,500,000	800,000	0	0	20,000,000
VI-56	1005192	HCGC Elevator & Escalator Modernization	11,672,000	745	3,963,000	3,085,000	1,760,000	0	0	0	20,480,000
		Bonds - GO	11,672,000		3,963,000	3,085,000	1,760,000	0	0	0	20,480,000
VI-58	1004461	1800 Chicago Infrastructure Replacements	10,228,000	4,417,972	0	3,311,000	1,737,000	0	0	0	15,276,000
		Bonds - GO	10,228,000		0	3,311,000	1,737,000	0	0	0	15,276,000
VI-60	1007236	Public Safety Facility Preservation	475,000	439,654	955,000	470,000	4,300,000	5,400,000	0	0	11,600,000
		Bonds - GO	475,000		955,000	470,000	4,300,000	5,400,000	0	0	11,600,000
VI-62	1002242	Countywide Security Systems & Equipment	14,100,000	1,688,249	1,200,000	0	0	0	0	0	15,300,000
		Property Tax	1,500,000		0	0	0	0	0	0	1,500,000
		Bonds - GO	12,200,000		1,200,000	0	0	0	0	0	13,400,000
		State - Other	400,000		0	0	0	0	0	0	400,000
VI-64	1007209	625 Building Office Remodeling	13,000,000	12,600,513	1,000,000	15,110,000	1,805,000	0	0	0	30,915,000
		Bonds - GO	13,000,000		1,000,000	15,110,000	1,805,000	0	0	0	30,915,000
VI-66	1007210	Government Center Office Relocations & Remodeling	500,000	500,000	1,000,000	11,500,000	14,000,000	0	0	0	27,000,000
		Bonds - GO	500,000		1,000,000	11,500,000	14,000,000	0	0	0	27,000,000
VI-68	1007211	Government Center Court Relocations from FJC	500,000	500,000	0	1,500,000	12,000,000	0	0	0	14,000,000
		Bonds - GO	500,000		0	1,500,000	12,000,000	0	0	0	14,000,000
VI-70	1007390	HSB Clinic & Office Remodeling	0	0	350,000	1,000,000	3,500,000	0	0	0	4,850,000
		Bonds - GO	0		350,000	1,000,000	3,500,000	0	0	0	4,850,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
VI-72	1006400	701 Building Facility Preservation 2021-2025	0	0	700,000	750,000	750,000	750,000	750,000	0	3,700,000
		Bonds - GO	0		0	250,000	250,000	250,000	250,000	0	1,000,000
		Lease Revenues	0		700,000	500,000	500,000	500,000	500,000	0	2,700,000
VI-74	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-76	1008045	Target Field Station Parking Ramp Security Mods	0	0	985,000	0	0	0	0	0	985,000
		Bonds - GO	0		985,000	0	0	0	0	0	985,000
VI-78	1006401	Accessibility Modifications 2021-2025	0	0	250,000	250,000	250,000	250,000	250,000	0	1,250,000
		Bonds - GO	0		250,000	250,000	250,000	250,000	250,000	0	1,250,000
VI-80	1006554	County-wide Lactation Room Refurbishments	270,000	261,236	0	200,000	140,000	0	0	0	610,000
		Bonds - GO	270,000		0	200,000	140,000	0	0	0	610,000
VI-82	1007468	Countywide Inclusive Restroom Modifications	250,000	250,000	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-84	1006399	Carpet Replacement Program 2021-2025	0	0	150,000	300,000	200,000	150,000	125,000	0	925,000
		Property Tax	0		0	300,000	200,000	150,000	125,000	0	775,000
		Bonds - GO	0		150,000	0	0	0	0	0	150,000
VI-86	1007488	Government Center South Plaza Improvements	0	0	0	200,000	0	0	0	0	200,000
		Property Tax	0		0	200,000	0	0	0	0	200,000
		Municipal Building Commission	20,802,200	4,380,120	6,409,000	10,907,000	1,661,000	1,175,000	0	0	40,954,200
VI-88	1006502	MBC Safety Improvements Non-stage Work Areas	1,483,000	654,995	455,000	2,225,000	575,000	1,175,000	0	0	5,913,000
		Bonds - GO	1,483,000		455,000	2,225,000	575,000	1,175,000	0	0	5,913,000
VI-90	1000935	MBC Exterior Improvements	3,155,000	1,894,605	0	2,775,000	0	0	0	0	5,930,000
		Bonds - GO	3,155,000		0	2,775,000	0	0	0	0	5,930,000
VI-92	0031317	MBC Life/Safety Improvements	5,780,000	920,350	1,292,000	3,118,000	0	0	0	0	10,190,000
		Property Tax	767,000		0	0	0	0	0	0	767,000
		Bonds - GO	5,013,000		1,292,000	3,118,000	0	0	0	0	9,423,000
VI-94	0031483	MBC Mechanical Systems Upgrades	10,279,200	805,170	2,854,000	2,429,000	0	0	0	0	15,562,200
		Property Tax	75,000		0	0	0	0	0	0	75,000
		Bonds - GO	10,204,200		2,854,000	2,429,000	0	0	0	0	15,487,200
VI-96	1007251	MBC 4th Street Reconstruction	0	0	150,000	0	0	0	0	0	150,000
		Bonds - GO	0		150,000	0	0	0	0	0	150,000
VI-98	1006518	MBC ADC Electric Locks Upgrade	55,000	55,000	960,000	0	0	0	0	0	1,015,000
		Property Tax	55,000		0	0	0	0	0	0	55,000
		Bonds - GO	0		960,000	0	0	0	0	0	960,000
VI-100	1006384	MBC Electrical Upgrades	50,000	50,000	650,000	0	0	0	0	0	700,000
		Property Tax	50,000		0	0	0	0	0	0	50,000
		Bonds - GO	0		650,000	0	0	0	0	0	650,000
VI-102	1008223	MBC ADC Elevator Upgrades	0	0	48,000	360,000	1,086,000	0	0	0	1,494,000
		Bonds - GO	0		48,000	360,000	1,086,000	0	0	0	1,494,000

Projects by Revenue Source

Project Number and Name	2021 Budget	2022	2023	2024	2025	2021 - 2025 CIP TOTAL
Property Taxes						
2165100 CSAH 5 - Franklin Ave Safety Improvements at Chicago Ave	150,000	0	0	0	0	150,000
2181500 CR 26 - Replace Bridge #90627 over Painter Creek	35,000	100,000	85,000	0	0	220,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	0	54,000	0	0	0	54,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	0	200,000	0	0	0	200,000
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	200,000	200,000	200,000	0	0	600,000
2183500 Cost Participation and Partnerships 2019-2023	0	1,000,000	1,000,000	0	0	2,000,000
2183400 Project Delivery 2019-2023	100,000	350,000	350,000	0	0	800,000
2201000 Safety and Asset Management 2024-2028	0	0	0	200,000	200,000	400,000
2201200 Project Delivery 2024-2028	0	0	0	350,000	350,000	700,000
2201100 Cost Participation and Partnerships 2024-2028	0	0	0	1,000,000	1,000,000	2,000,000
1008036 District Court Psychological Services Expansion	0	0	0	0	100,000	100,000
1008037 New In-custody Courtroom	0	0	0	0	100,000	100,000
1005168 ACF Program Services Remodel	0	100,000	0	0	0	100,000
1008041 ACF Campus Master Plan Study	300,000	0	0	0	0	300,000
1008038 ACF Men's Visitation/Education & Staff Training Remodeling	0	100,000	0	0	0	100,000
0031843 ACF Women's Section Expansion	0	100,000	0	0	0	100,000
1006425 New Sheriff's Law Enforcement Center	0	100,000	0	0	0	100,000
1007652 Joint HC / Maple Grove Gun Range & Training Center	0	100,000	0	0	0	100,000
1008044 IT Data Center Development	250,000	0	0	0	0	250,000
1002318 Bottineau LRT Community Works	0	0	1,000,000	300,000	0	1,300,000
1008265 Library Strategic Planning	300,000	0	0	0	0	300,000
1006395 Environmental Health & Safety 2021 - 2025	500,000	500,000	500,000	500,000	500,000	2,500,000
1006399 Carpet Replacement Program 2021-2025	0	300,000	200,000	150,000	125,000	775,000
1007488 Government Center South Plaza Improvements	0	200,000	0	0	0	200,000
Property Taxes Subtotal	1,875,000	3,444,000	3,375,000	2,540,000	2,415,000	13,649,000
County Bonds: General Obligation (Transpo Sales Tax Supported)						
1005877 HC Bottineau Light Rail Transit	0	0	0	40,000,000	80,000,000	120,000,000
County Bonds: GO (Transpo Sales Tax) Subtotal	0	0	0	40,000,000	80,000,000	120,000,000
County Bonds: General Obligation (Enterprise Supported)						
1006390 HERC Facility Preservation & Improvement 2021-2025	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	25,000,000
1006391 Energy Center Improvements 2021-2025	0	750,000	1,000,000	1,000,000	1,000,000	3,750,000
1005188 Organics Tipping and Loading Expansion	1,000,000	1,000,000	0	0	0	2,000,000
County Bonds: GO (Enterprise) Subtotal	6,000,000	6,750,000	6,000,000	6,000,000	6,000,000	30,750,000

Projects by Revenue Source

Project Number and Name	2021 Budget	2022	2023	2024	2025	2021 - 2025 CIP TOTAL
County Bonds: General Obligation (Property Tax Supported)						
2121100 CSAH 2 - Penn Avenue from I-394 to 44th Avenue	390,000	0	0	0	0	390,000
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	0	200,000	0	0	0	200,000
2165100 CSAH 5 - Franklin Ave Safety Improvements at Chicago Ave	209,400	0	0	0	0	209,400
2174500 CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	0	950,000	950,000	0	0	1,900,000
2181500 CR 26 - Replace Bridge #90627 over Painter Creek	0	0	0	1,650,000	0	1,650,000
2191300 CSAH 34 - Normandale Blvd Safety Improvements at 98th St	480,000	0	0	0	0	480,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	0	250,000	0	0	0	250,000
2186700 CR 47 - Turnback to Plymouth fr CSAH 101 to CSAH 61	5,000,000	0	0	0	0	5,000,000
2164000 CSAH 52 - Recondition Hennepin Avenue Bridge	0	0	0	1,000,000	0	1,000,000
2165200 CSAH 81 - Broadway Safety Improvements at Lyndale Ave	220,700	0	0	0	0	220,700
2167600 CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowry	9,200,000	0	0	0	0	9,200,000
2175900 CSAH 90 - Reconstruct CSAH 90 at TH 12	1,000,000	0	0	0	0	1,000,000
2174900 CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave	0	1,000,000	0	0	0	1,000,000
2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Av	550,000	1,400,000	500,000	0	0	2,450,000
2090600 CSAH 152 - Participate in Brooklyn Blvd reconst Bass Lk to I-694	1,100,000	0	0	0	0	1,100,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	0	600,000	200,000	800,000	0	1,600,000
2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	50,000	200,000	1,600,000	1,850,000
2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	0	0	2,000,000	0	0	2,000,000
2164400 Advanced Traffic Management System (ATMS)	0	3,500,000	2,500,000	0	0	6,000,000
2999971 Bottineau LRT Partnership Participation	(1,000,000)	0	2,500,000	2,750,000	2,750,000	7,000,000
2999968 Southwest LRT Partnership Participation	(850,000)	0	0	0	0	(850,000)
2183300 Safety and Asset Management 2019-2023	9,889,900	4,100,000	4,250,000	0	0	18,239,900
2183500 Cost Participation and Partnerships 2019-2023	0	1,800,000	2,000,000	0	0	3,800,000
2201000 Safety and Asset Management 2024-2028	0	0	0	4,950,000	4,250,000	9,200,000
2201100 Cost Participation and Partnerships 2024-2028	0	0	0	3,500,000	3,500,000	7,000,000
1004451 Emergency Communications ARMER System Upgrade	900,000	0	0	0	0	900,000
1006380 DOCCR ACF Asset Protection 2019-2025	11,565,000	10,755,000	3,765,000	2,465,000	0	28,550,000
1006379 DOCCR CHS Asset Protection 2019-2025	0	2,000,000	2,000,000	2,000,000	2,000,000	8,000,000
1007214 Sheriff's Furniture Upgrades	0	1,010,000	230,000	0	0	1,240,000
1006386 Emergency Management Outdoor Warning Sirens Upgrade	0	5,145,000	0	0	0	5,145,000
1006393 IT Community Connectivity 2021-2025	1,500,000	1,500,000	1,500,000	1,250,000	1,250,000	7,000,000
1008159 General IT Upgrades & Enhancements	2,500,000	0	0	0	0	2,500,000
0031805 Southwest LRT Community Works	175,000	1,405,000	1,020,000	0	0	2,600,000
1001560 Penn Avenue Community Works	400,000	0	0	0	0	400,000
1002318 Bottineau LRT Community Works	0	1,800,000	2,000,000	2,300,000	2,400,000	8,500,000
1006394 Library Facility Preservation 2021-2025	3,000,000	5,000,000	5,000,000	5,000,000	5,000,000	23,000,000

Projects by Revenue Source

Project Number and Name	2021 Budget	2022	2023	2024	2025	2021 - 2025 CIP TOTAL
County Bonds: General Obligation (Property Tax Supported), continued						
1006403 Library Equipment Replacement 2021-2025	0	450,000	0	0	0	450,000
1004469 East Lake Library Refurbishment	0	0	0	0	410,000	410,000
1006381 Rockford Road Library Asset Protection	0	1,194,000	3,895,000	0	0	5,089,000
1004468 Westonka Library Replacement	0	0	0	1,325,000	9,135,000	10,460,000
1004476 Sumner Library Refurbishment	0	450,000	1,140,000	3,910,000	0	5,500,000
1004464 Linden Hills Library Refurbishment	0	140,000	665,000	2,165,000	0	2,970,000
1006387 Augsburg Park Library Asset Protection	0	0	505,000	1,545,000	0	2,050,000
1001788 Brookdale Library Refurbishment	0	0	0	565,000	425,000	990,000
1004444 Central Library Program/Asset Master Plan	0	500,000	0	0	0	500,000
1000874 Government Center Infrastructure Preservation	6,610,000	8,910,000	8,480,000	0	0	24,000,000
1006396 Countywide Energy Conservation 2021-2025	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	9,500,000
1006398 Building Automation System Upgrades 2021-2025	1,700,000	2,185,000	2,060,000	1,070,000	1,070,000	8,085,000
1006397 Facility Preservation 2021-2025	5,000,000	7,000,000	7,000,000	7,000,000	7,000,000	33,000,000
1006402 General Office Space & Furniture Mods. 2021-2025	5,000,000	750,000	750,000	750,000	750,000	8,000,000
1007208 625 Building Occupancy Preparation & Rehabilitation	3,700,000	1,800,000	1,500,000	800,000	0	7,800,000
1005192 HCGC Elevator & Escalator Modernization	3,963,000	3,085,000	1,760,000	0	0	8,808,000
1004461 1800 Chicago Infrastructure Replacements	0	3,311,000	1,737,000	0	0	5,048,000
1007236 Public Safety Facility Preservation	955,000	470,000	4,300,000	5,400,000	0	11,125,000
1002242 Countywide Security Systems & Equipment	1,200,000	0	0	0	0	1,200,000
1007209 625 Building Office Remodeling	1,000,000	15,110,000	1,805,000	0	0	17,915,000
1007210 Government Center Office Relocations & Remodeling	1,000,000	11,500,000	14,000,000	0	0	26,500,000
1007211 Government Center Court Relocations from FJC	0	1,500,000	12,000,000	0	0	13,500,000
1007390 HSB Clinic & Office Remodeling	350,000	1,000,000	3,500,000	0	0	4,850,000
1006400 701 Building Facility Preservation 2021-2025	0	250,000	250,000	250,000	250,000	1,000,000
1005285 701 Building Facade Restoration	0	3,000,000	0	0	0	3,000,000
1008045 Target Field Station Parking Ramp Security Mods	985,000	0	0	0	0	985,000
1006401 Accessibility Modifications 2021-2025	250,000	250,000	250,000	250,000	250,000	1,250,000
1006554 County-wide Lactation Room Refurbishments	0	200,000	140,000	0	0	340,000
1007468 Countywide Inclusive Restroom Modifications	0	250,000	250,000	0	0	500,000
1006399 Carpet Replacement Program 2021-2025	150,000	0	0	0	0	150,000
1006502 MBC Safety Improvements Non-stage Work Areas	455,000	2,225,000	575,000	1,175,000	0	4,430,000
1000935 MBC Exterior Improvements		2,775,000	0	0	0	2,775,000
0031317 MBC Life/Safety Improvements	1,292,000	3,118,000	0	0	0	4,410,000
0031483 MBC Mechanical Systems Upgrades	2,854,000	2,429,000	0	0	0	5,283,000
1007251 MBC 4th Street Reconstruction	150,000	0	0	0	0	150,000
1006518 MBC ADC Electric Locks Upgrade	960,000	0	0	0	0	960,000

Projects by Revenue Source

Project Number and Name	2021 Budget	2022	2023	2024	2025	2021 - 2025 CIP TOTAL
County Bonds: General Obligation (Property Tax Supported), continued						
1006384 MBC Electrical Upgrades	650,000	0	0	0	0	650,000
1008223 MBC ADC Elevator Upgrades	48,000	360,000	1,086,000	0	0	1,494,000
0031735 North Minneapolis Community Wellness Center	10,795,000	8,405,000	0	0	0	19,200,000
1002306 New Regional Medical Examiner's Facility	13,324,870	0	0	0	0	13,324,870
1007546 HHS Asset Preservation 2021-2025	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	52,500,000
1007542 HHS 625 Building Office Remodeling	0	5,200,000	6,000,000	0	0	11,200,000
1007543 HHS Master Plan Preparatory Phases	0	12,500,000	25,700,000	0	0	38,200,000
1008339 Mental Health Clinic Relocation	3,500,000	0	0	0	0	3,500,000
1008043 Public Health Clinic for Homeless	500,000	0	0	0	0	500,000
County Bonds: GO (Property Tax) Subtotal	124,621,870	155,232,000	142,313,000	66,570,000	54,540,000	543,276,870
Federal						
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	0	828,000	0	0	0	828,000
2155002 CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	0	0	1,200,000	0	0	1,200,000
2165100 CSAH 5 - Franklin Ave Safety Improvements at Chicago Ave	534,600	0	0	0	0	534,600
2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	0	0	1,600,000	0	0	1,600,000
2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	0	0	1,800,000	0	0	1,800,000
2191300 CSAH 34 - Normandale Blvd Safety Improvements at 98th St	1,170,000	0	0	0	0	1,170,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	0	846,000	0	0	0	846,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	0	5,500,000	0	0	0	5,500,000
2191700 CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwood	0	0	405,000	0	0	405,000
2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	0	0	5,500,000	0	0	5,500,000
2165200 CSAH 81 - Broadway Safety Improvements at Lyndale Ave	636,300	0	0	0	0	636,300
2161100 CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 12	6,280,000	0	0	0	0	6,280,000
2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Av	0	2,000,000	0	0	0	2,000,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	0	0	7,000,000	0	0	7,000,000
2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	0	0	7,000,000	0	0	7,000,000
2191500 Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	0	0	1,120,000	0	0	1,120,000
2167700 TH 252 / CSAH 109 85th Avenue N interchange	0	0	7,000,000	0	0	7,000,000
Federal Subtotal	8,620,900	9,174,000	32,625,000	0	0	50,419,900
State						
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	190,000	146,000	0	0	0	336,000
2155002 CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	0	0	500,000	0	0	500,000
2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	200,000	420,000	1,120,000	8,320,000	1,200,000	11,260,000
2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	400,000	0	400,000	1,700,000	2,200,000	4,700,000
2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	620,000	0	3,180,000	0	0	3,800,000
2172800 CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	0	80,000	120,000	200,000

Projects by Revenue Source

Project Number and Name	2021 Budget	2022	2023	2024	2025	2021 - 2025 CIP TOTAL
State, continued						
2181400 CSAH 10 - Replace Bridge #90462 over Rush Creek in Corcoran	850,000	0	0	0	0	850,000
2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	200,000	100,000	400,000	0	0	700,000
2191300 CSAH 34 - Normandale Blvd Safety Improvements at 98th St	200,000	0	0	0	0	200,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	200,000	100,000	0	0	0	300,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	1,550,000	4,650,000	0	0	0	6,200,000
2191700 CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwood	50,000	125,000	245,000	0	0	420,000
2170500 CSAH 51 - Replace Bridge #7258 over Hendrickson Channel	200,000	2,900,000	0	0	0	3,100,000
2170600 CSAH 51 - Replace Bridge #7194 over Noerenberg Channel	125,000	3,000,000	0	0	0	3,125,000
2182000 CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH 19	0	700,000	3,700,000	600,000	0	5,000,000
2164000 CSAH 52 - Recondition Hennepin Avenue Bridge	0	0	4,000,000	1,000,000	0	5,000,000
2143102 CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	0	400,000	1,400,000	1,800,000
2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	900,000	700,000	3,475,000	0	0	5,075,000
2182800 CSAH 57 - Participate in Humboldt reconst fr 53rd to 57th Ave	0	0	0	700,000	0	700,000
2092200 CSAH 81 - Reconstruct Bottineau Blvd fr CSAH 8 to TH 169	1,700,000	0	0	0	0	1,700,000
2167600 CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowry	1,700,000	0	0	0	0	1,700,000
2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St	0	600,000	200,000	2,580,000	0	3,380,000
2175900 CSAH 90 - Reconstruct CSAH 90 at TH 12	(1,000,000)	0	0	0	0	(1,000,000)
2161100 CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 12	12,031,111	0	0	0	0	12,031,111
2091103 CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	0	0	11,768,000	0	0	11,768,000
2181800 CSAH 146 - Replace Bridge #90623 over Luce Line Trail	0	0	0	50,000	205,000	255,000
2111000 CSAH 152 - Reconst Rd fr CSAH 2 (Penn) to 41st Avenue N	5,000,000	0	0	0	0	5,000,000
2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Av	600,000	4,400,000	1,100,000	0	0	6,100,000
2090600 CSAH 152 - Participate in Brooklyn Blvd reconst Bass Lk to I-694	3,400,000	0	0	0	0	3,400,000
2176500 CSAH 152 - Rehabilitate Osseo Rd Bridge #27152 over CP Rail	0	2,200,000	0	0	0	2,200,000
2176400 CSAH 152 - Replace Bridge #91333 over Bassett Creek	50,000	240,000	360,000	3,900,000	0	4,550,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	600,000	600,000	2,600,000	3,200,000	0	7,000,000
2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	300,000	1,000,000	1,200,000	7,400,000	9,900,000
2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	1,500,000	1,300,000	4,000,000	0	0	6,800,000
2176000 Metro Transit D Line - Locally Requested Scope	0	2,000,000	0	0	0	2,000,000
2183300 Safety and Asset Management 2019-2023	2,500,000	3,500,000	3,700,000	0	0	9,700,000
2183400 Project Delivery 2019-2023	0	250,000	200,000	0	0	450,000
2201000 Safety and Asset Management 2024-2028	0	0	0	3,000,000	3,700,000	6,700,000
2201200 Project Delivery 2024-2028	0	0	0	500,000	500,000	1,000,000
1005188 Organics Tipping and Loading Expansion	1,000,000	1,000,000	0	0	0	2,000,000
1002306 New Regional Medical Examiner's Facility	4,786,750	0	0	0	0	4,786,750
State Subtotal	39,552,861	29,231,000	41,948,000	27,230,000	16,725,000	154,686,861

Projects by Revenue Source

Project Number and Name	2021 Budget	2022	2023	2024	2025	2021 - 2025 CIP TOTAL
Other Revenues						
2121100 CSAH 2 - Penn Avenue from I-394 to 44th Avenue	260,000	0	0	0	0	260,000
2191800 CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd St	60,000	126,000	0	0	0	186,000
2168100 CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	0	300,000	780,000	2,080,000	300,000	3,460,000
2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	0	0	0	600,000	1,100,000	1,700,000
2163700 CSAH 9 - Participate in TH 169 Realignment of South Ramps	200,000	0	0	0	0	200,000
2172800 CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	0	30,000	70,000	100,000
2174500 CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	0	950,000	950,000	0	0	1,900,000
2173000 CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	100,000	0	200,000	0	0	300,000
2191600 CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	50,000	0	0	0	0	50,000
2167301 CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	550,000	3,750,000	0	0	0	4,300,000
2182000 CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH 19	0	350,000	800,000	150,000	0	1,300,000
2143102 CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	0	0	400,000	400,000
2182100 CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	300,000	500,000	2,125,000	0	0	2,925,000
2182300 CSAH 82 - Const multi-use trail fr county line to 2nd St	0	150,000	0	1,720,000	0	1,870,000
2091103 CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	0	0	680,000	0	0	680,000
2111000 CSAH 152 - Reconst Rd fr CSAH 2 (Penn) to 41st Avenue N	750,000	0	0	0	0	750,000
2174100 CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49th Av	500,000	1,200,000	400,000	0	0	2,100,000
2140900 CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johnson	200,000	600,000	400,000	1,000,000	0	2,200,000
2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	300,000	750,000	2,000,000	3,050,000
2191500 Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	100,000	250,000	630,000	0	0	980,000
2167700 TH 252 / CSAH 109 85th Avenue N interchange	0	635,000	635,000	0	0	1,270,000
1006392 Transfer Station Facility Preservation 2021-2025	350,000	500,000	500,000	300,000	300,000	1,950,000
1006400 701 Building Facility Preservation 2021-2025	700,000	500,000	500,000	500,000	500,000	2,700,000
1002306 New Regional Medical Examiner's Facility	3,743,380	0	0	0	0	3,743,380
Other Revenues Subtotal	7,863,380	9,811,000	8,900,000	7,130,000	4,670,000	38,374,380
Transfer from Other Funds (Transporation Sales Tax)						
1005876 HC Southwest Light Rail Transit	1,191,449	0	0	0	0	1,191,449
1005877 HC Bottineau Light Rail Transit	0	25,000,000	25,000,000	20,000,000	20,000,000	90,000,000
Transfer from Other Funds (Transpo Sales Tax) Subtotal	1,191,449	25,000,000	25,000,000	20,000,000	20,000,000	91,191,449
Total	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	1,042,348,460

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	155,232,000	6,750,000	-	25,000,000	3,444,000	48,216,000	238,642,000	2,197,873,815	10.86%
2023	142,313,000	6,000,000	-	25,000,000	3,375,000	83,473,000	260,161,000	2,197,873,815	11.84%
2024	66,570,000	6,000,000	40,000,000	20,000,000	2,540,000	34,360,000	169,470,000	2,197,873,815	7.71%
2025	54,540,000	6,000,000	80,000,000	20,000,000	2,415,000	21,395,000	184,350,000	2,197,873,815	8.39%

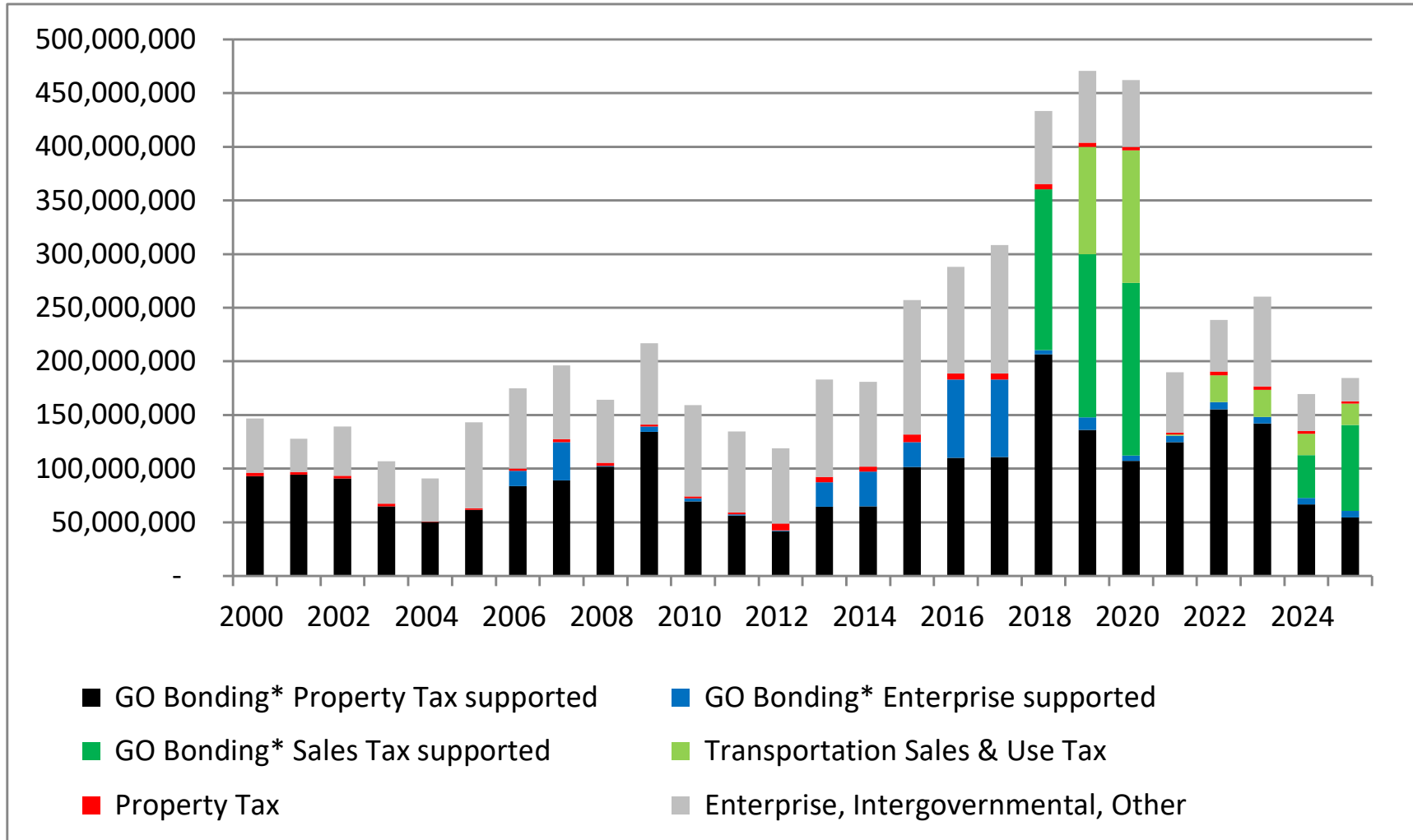
* GO Bonding is a General Obligation bond issuance backed by the full faith and credit of the county.

Years 2021 - 2025 is the County Board adopted 5-Year Capital Improvement Program.

Total County Budget for years 2021-2025 is the County Board adopted 2021 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.

Years 2021 - 2025 is the County Board adopted 5-Year Capital Improvement Program.

2021-2025 Debt Perspective

The debt management strategy of Hennepin County for 2021 through 2025 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 2020, Hennepin County had \$1,352.9 million in general obligation (GO) outstanding debt. Of this amount, there was \$1,008.9 million of general obligation property tax levy-supported debt outstanding. Additionally, there was \$352.5 million of general obligation revenue-supported bonds outstanding. This amount consists of \$343.9 million of general obligation sales tax revenue bonds secured by the County's 0.50% transportation sales tax and \$8.5 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 \$3 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 (\$1,010.6 million) has been issued pursuant to this authority. The current capital plan includes \$124.6 million of new debt issuance payable from property tax revenues in 2021.

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 2019 and 2020, 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 \$5.85 billion as contrasted with total outstanding debt of \$1.35 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. $\$195,248,760,908 \times .03 = \$5,857,462,827$.

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 \$3 billion of bonds. Currently, there are approximately \$1,010.6 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: $\$195,248,760,908 \times .0012 = \$234,298,513$. 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: $\$234,298,513 \text{ divided by } \$97,500 \text{ per million} = \$3,018,446,287$ 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 \$322.8 million of debt under this authority. The county has stopped utilizing this authority in recent years and now has less than \$10 million 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: $\$195,248,760,908 \times .0001612 = \$31,474,100$. 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: $\$31,474,100 \text{ divided by } \$97,500 \text{ per million} = \$322,811,282$ 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 2021- 2025 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 total \$341.8 million issued in 2007 and 2008, there is \$119.6 million outstanding as of December 31, 2020.

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 \$343.950 million of general obligation sales tax revenue bonds issued pursuant to this authority as of December 31, 2020.

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, 2020, \$8.525 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 2021 debt service levy and the future levy requirements needed to support the both the countywide and library outstanding debt.

Outstanding Debt

	OUTSTANDING as of 12/31/2019	OUTSTANDING as of 12/31/2020	2021 DEBT SERVICE LEVY
Property Tax-Supported General Obligation Bonds	\$980,380,000	\$1,008,905,000	\$90,400,000
General Obligation Revenue Bonds			
Minnehaha Creek Watershed District (1)	10,275,000	8,525,000	
Transportation Sales Tax Bonds (2)	200,000,000	343,950,000	
Ballpark Sales Tax Revenue Bonds (3)	<u>143,765,000</u>	<u>119,630,000</u>	
Total	\$1,334,420,000	\$1,481,010,000	\$90,400,000

- 1) *These bonds are payable from property taxes levied within the Minnehaha Creek Watershed District.*
- 2) *0.50% Hennepin County transportation sales tax revenues pay the debt service on these bonds.*
- 3) *0.15% Hennepin County ballpark sales tax revenues pay the debt service on these bonds.*

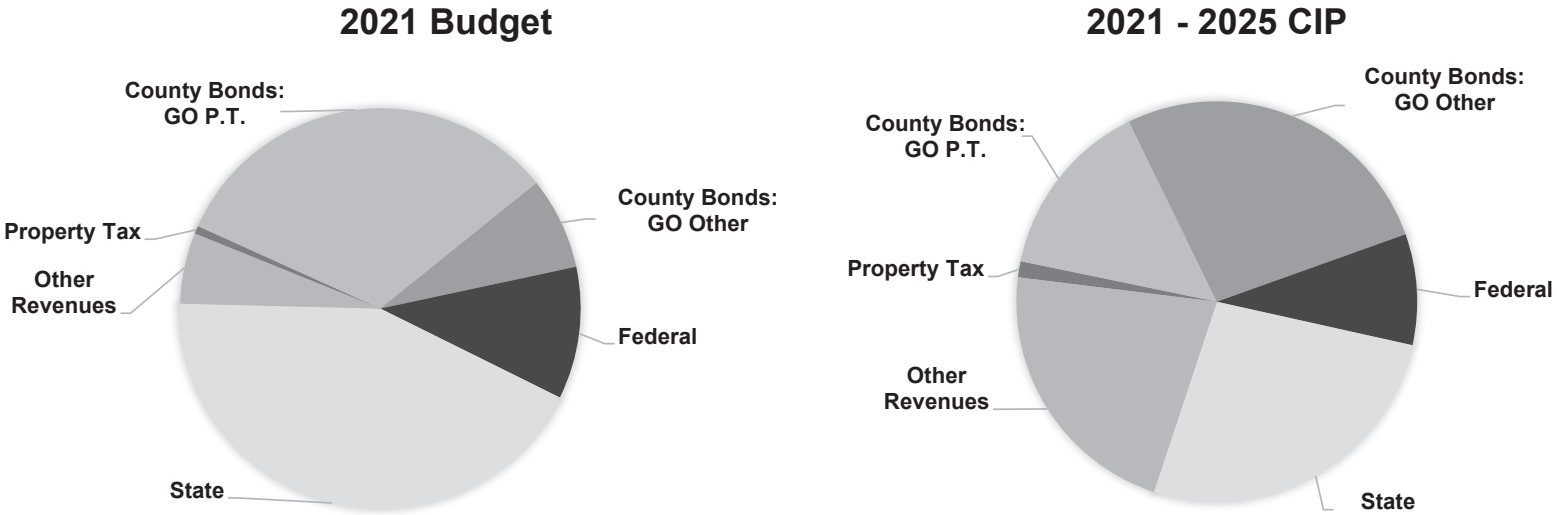
Future Debt Service Property Tax Requirements on Outstanding Debt

YEAR	COUNTYWIDE LEVY	SUBURBAN ONLY LEVY	TOTAL LEVY
2021	90,047,184	352,816	90,400,000
2022	90,154,607	347,007	90,501,614
2023	90,486,035	345,647	90,831,682
2024	90,205,402	343,252	90,548,654
2025	89,534,401	341,466	89,875,867
2026	86,801,761	343,634	87,145,394
2027	83,149,787	0	83,149,787
2028	78,471,087	0	78,471,087
2029	71,553,414	0	71,553,414
2030	64,533,954	0	64,533,954
2031-41	462,105,866	0	462,105,866
Total	\$1,297,043,499	\$2,073,823	\$1,299,117,321

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, transit, energy and environmental management. The line of business is composed of the Transportation Operations, Transportation Project Delivery, Transportation Sales Tax & Development and Environment & Energy groups; all supported by Public Works Administration. The Solid Waste Enterprise Fund, the Energy Center Fund, the Fleet Services Fund, Transportation Sales & Use Tax Fund and the Golf Course Fund are managed by Public Works.

A number of transportation related provisional projects are also included within the Public Works capital program. These include projects where the need is recognized but a funding source has not been secured. The implementation of these projects is desired, but dependent upon funding.

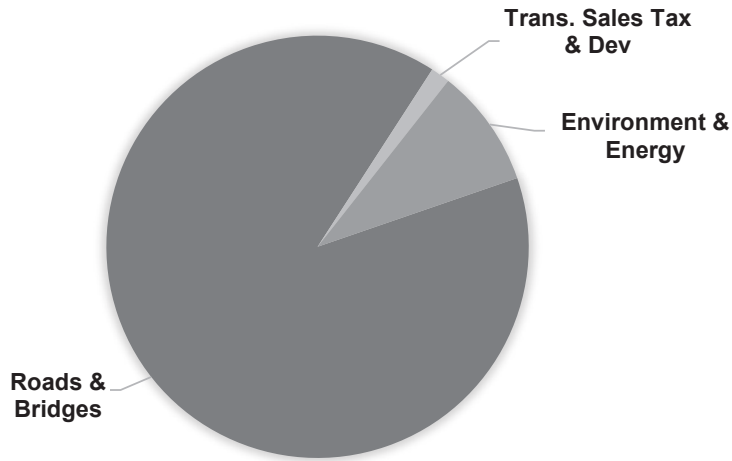


Revenue Category	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Property Tax	525,000	0.7%	1,944,000	1,675,000	1,590,000	1,590,000	7,324,000	1.3%
County Bonds: GO P.T.	26,190,000	32.5%	13,800,000	14,950,000	14,850,000	12,100,000	81,890,000	14.5%
County Bonds: GO Other	6,000,000	7.3%	6,750,000	6,000,000	46,000,000	86,000,000	150,750,000	26.8%
Federal	8,620,900	10.7%	9,174,000	32,625,000	0	0	50,419,900	8.9%
State	34,766,111	43.1%	29,231,000	41,948,000	27,230,000	16,725,000	149,900,111	26.6%
Other Revenues	4,611,449	5.7%	34,311,000	33,400,000	26,630,000	24,170,000	123,122,449	21.9%
Total	80,713,460	100.0%	95,210,000	130,598,000	116,300,000	140,585,000	563,406,460	100.0%

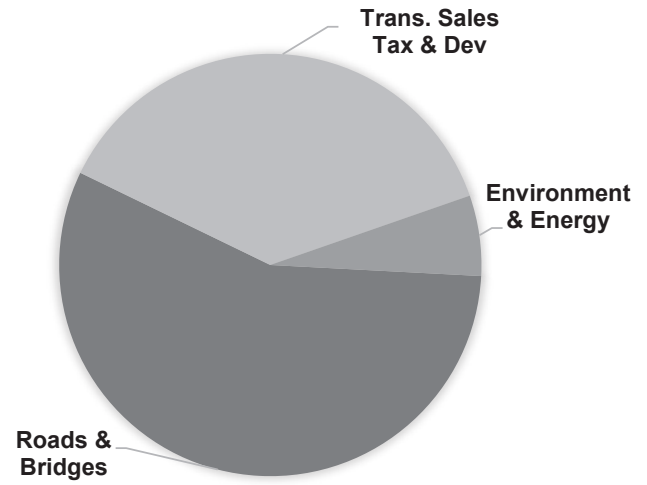
County Bonds: GO P.T. represents county issued general obligation (GO) bonds supported by property tax (P.T.) revenue.

Public Works Expenditures

2021 Budget



2021 - 2025 CIP



Expenditure Area	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Roads & Bridges	72,172,011	89.4%	61,960,000	99,098,000	50,000,000	34,285,000	317,515,011	56.4%
Trans. Sales Tax & Dev	1,191,449	1.5%	25,000,000	25,000,000	60,000,000	100,000,000	211,191,449	37.5%
Environment & Energy	7,350,000	9.1%	8,250,000	6,500,000	6,300,000	6,300,000	34,700,000	6.2%
Total	80,713,460	100.0%	95,210,000	130,598,000	116,300,000	140,585,000	563,406,460	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	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
Grand Total			1,261,740,804	504,781,992	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	347,265,000	2,651,354,264
PUBLIC WORKS			978,672,605	368,563,391	80,713,460	95,210,000	130,598,000	116,300,000	140,585,000	333,595,000	1,875,674,065
Transportation Roads & Bridges			284,418,453	165,400,457	72,172,011	61,960,000	99,098,000	50,000,000	34,285,000	91,495,000	693,428,464
II-8	2121100	CSAH 2 - Penn Avenue from I-394 to 44th Avenue	12,863,660	2,340,666	650,000	0	0	0	0	0	13,513,660
		Property Tax	550,000		0	0	0	0	0	0	550,000
		Bonds - GO Roads	7,700,000		390,000	0	0	0	0	0	8,090,000
		Mn/DOT State Aid - Regular	1,500,000		0	0	0	0	0	0	1,500,000
		Minneapolis	3,113,660		260,000	0	0	0	0	0	3,373,660
II-10	2986402	CSAH 3 - Construct Lake St ramps at I-35W - Phase II	47,000,000	6,519,658	0	0	0	0	0	0	47,000,000
		Bonds - GO Roads	2,887,092		0	0	0	0	0	0	2,887,092
		Federal - Other - Roads	12,026,209		0	0	0	0	0	0	12,026,209
		Mn/DOT State Aid - Regular	2,551,000		0	0	0	0	0	0	2,551,000
		State Road Bonds	23,750,000		0	0	0	0	0	0	23,750,000
		Minneapolis	5,785,699		0	0	0	0	0	0	5,785,699
II-12	2150800	CSAH 3 - Reconst Lake St fr Blaisdell to 1st & 3rd to 5th	5,700,000	3,340,461	0	0	0	0	0	0	5,700,000
		Federal - Other - Roads	3,334,640		0	0	0	0	0	0	3,334,640
		Mn/DOT State Aid - Regular	833,860		0	0	0	0	0	0	833,860
		State Road Bonds	1,000,000		0	0	0	0	0	0	1,000,000
		Minneapolis	531,500		0	0	0	0	0	0	531,500
II-14	2150900	CSAH 3 - Landscape Lake St fr Blaisdell to 1st & 3rd to 5th	1,500,000	808,880	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-16	2191800	CSAH 3 & 42 - Pedestrian crossings along Lake St and 42nd	50,000	0	250,000	1,300,000	0	0	0	0	1,600,000
		Bonds - GO Roads	0		0	200,000	0	0	0	0	200,000
		Federal - Other - Roads	0		0	828,000	0	0	0	0	828,000
		Mn/DOT State Aid - Regular	50,000		190,000	146,000	0	0	0	0	386,000
		Minneapolis	0		60,000	126,000	0	0	0	0	186,000
II-18	2155002	CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	400,000	400,000	0	0	1,700,000	0	0	0	2,100,000
		Bonds - GO Roads	200,000		0	0	0	0	0	0	200,000
		Federal - Other - Roads	0		0	0	1,200,000	0	0	0	1,200,000
		Mn/DOT State Aid - Regular	0		0	0	500,000	0	0	0	500,000
		Minneapolis	200,000		0	0	0	0	0	0	200,000
II-20	2168100	CSAH 5 - Reconst Mntka Blvd fr TH 100 to France Ave	300,000	300,000	200,000	720,000	1,900,000	10,400,000	1,500,000	0	15,020,000
		Mn/DOT State Aid - Regular	300,000		200,000	420,000	1,120,000	8,320,000	1,200,000	0	11,560,000
		St Louis Park	0		0	300,000	780,000	2,080,000	300,000	0	3,460,000
II-22	2172600	CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	0	0	400,000	0	400,000	2,300,000	3,300,000	21,600,000	28,000,000
		Mn/DOT State Aid - Regular	0		400,000	0	400,000	1,700,000	2,200,000	17,600,000	22,300,000
		Minneapolis	0		0	0	0	600,000	1,100,000	4,000,000	5,700,000
II-24	2163700	CSAH 9 - Participate in TH 169 Realignment of South Ramps	0	0	820,000	0	4,780,000	0	0	0	5,600,000
		Federal - Other - Roads	0		0	0	1,600,000	0	0	0	1,600,000
		Mn/DOT State Aid - Regular	0		620,000	0	3,180,000	0	0	0	3,800,000
		New Hope	0		200,000	0	0	0	0	0	200,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-26	2172800	CSAH 10 - Bass Lk Rd Improve Bikeway fr CSAH 8 to Xenia	0	0	0	0	0	110,000	190,000	1,000,000	1,300,000
		Mn/DOT State Aid - Regular	0	0	0	0	0	80,000	120,000	820,000	1,020,000
		Crystal	0	0	0	0	0	30,000	70,000	180,000	280,000
II-28	2181400	CSAH 10 - Replace Bridge #90462 over Rush Creek in Corcoran	0	0	850,000	0	0	0	0	0	850,000
		Mn/DOT State Aid - Regular	0	0	850,000	0	0	0	0	0	850,000
II-30	2174500	CSAH 12 - Stabilize slopes fr Diamond Lake to Vicksburg	250,000	110,200	0	1,900,000	1,900,000	0	0	0	4,050,000
		Bonds - GO Roads	250,000		0	950,000	950,000	0	0	0	2,150,000
		Dayton	0		0	475,000	475,000	0	0	0	950,000
		Other - Roads	0		0	475,000	475,000	0	0	0	950,000
II-32	2163400	CSAH 15 - Replace Bridge #27592 at Tanager Channel	5,950,000	5,520,075	0	0	0	0	0	0	5,950,000
		Federal - Other - Roads	2,200,000		0	0	0	0	0	0	2,200,000
		Mn/DOT State Aid - Regular	2,975,000		0	0	0	0	0	0	2,975,000
		State Highway Grants	300,000		0	0	0	0	0	0	300,000
		State - Other - Roads	475,000		0	0	0	0	0	0	475,000
II-34	2173000	CSAH 17 - France Ave Safety Impr fr American Blvd to 76th St	0	0	300,000	100,000	2,400,000	0	0	0	2,800,000
		Federal - Other - Roads	0		0	0	1,800,000	0	0	0	1,800,000
		Mn/DOT State Aid - Regular	0		200,000	100,000	400,000	0	0	0	700,000
		Bloomington	0		50,000	0	100,000	0	0	0	150,000
		Edina	0		50,000	0	100,000	0	0	0	150,000
II-36	2181500	CR 26 - Replace Bridge #90627 over Painter Creek	0	0	35,000	100,000	85,000	1,650,000	0	0	1,870,000
		Property Tax	0		35,000	100,000	85,000	0	0	0	220,000
		Bonds - GO Roads	0		0	0	0	1,650,000	0	0	1,650,000
II-38	2141100	CSAH 30 - Reconst 93rd Ave N fr Xylon Ave to East of Winnie	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-40	2191300	CSAH 34 - Normandale Blvd Safety Improvements at 98th St	375,000	375,000	1,850,000	0	0	0	0	0	2,225,000
		Bonds - GO Roads	0		480,000	0	0	0	0	0	480,000
		Federal - Other - Roads	0		1,170,000	0	0	0	0	0	1,170,000
		Mn/DOT State Aid - Regular	325,000		200,000	0	0	0	0	0	525,000
		Bloomington	50,000		0	0	0	0	0	0	50,000
II-42	2154300	CSAH 35 - Portland Bikeway constr fr 67th St to 60th St	4,731,984	3,996,588	0	0	0	0	0	0	4,731,984
		Property Tax	41,328		0	0	0	0	0	0	41,328
		Federal - Other - Roads	750,000		0	0	0	0	0	0	750,000
		Mn/DOT State Aid - Regular	3,538,000		0	0	0	0	0	0	3,538,000
		Minneapolis	218,580		0	0	0	0	0	0	218,580
		Richfield	89,810		0	0	0	0	0	0	89,810
		Other - Roads	94,266		0	0	0	0	0	0	94,266
II-44	2191600	CSAH 35 & 52 - Portland and Nicollet Flashing Yellow Arrows	50,000	50,000	250,000	1,250,000	0	0	0	0	1,550,000
		Property Tax	0		0	54,000	0	0	0	0	54,000
		Bonds - GO Roads	0		0	250,000	0	0	0	0	250,000
		Federal - Other - Roads	0		0	846,000	0	0	0	0	846,000
		Mn/DOT State Aid - Regular	50,000		200,000	100,000	0	0	0	0	350,000
		Bloomington	0		25,000	0	0	0	0	0	25,000
		Richfield	0		25,000	0	0	0	0	0	25,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-46	2167301	CSAH 36 & 37- Enhance bicycle facility fr I-35W to Oak St SE	1,050,000	300,000	2,100,000	14,100,000	0	0	0	0	17,250,000
		Property Tax	0		0	200,000	0	0	0	0	200,000
		Federal - Other - Roads	0		0	5,500,000	0	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	900,000		1,550,000	4,650,000	0	0	0	0	7,100,000
		Minneapolis	150,000		550,000	3,750,000	0	0	0	0	4,450,000
II-48	2186700	CR 47 - Turnback to Plymouth fr CSAH 101 to CSAH 61	0	0	5,000,000	0	0	0	0	0	5,000,000
		Bonds - GO Roads	0		5,000,000	0	0	0	0	0	5,000,000
II-50	2191700	CSAH 50 - Safety Impr Rebecca Park Trl fr Koala to Dogwoo	0	0	50,000	125,000	650,000	0	0	0	825,000
		Federal - Other - Roads	0		0	0	405,000	0	0	0	405,000
		Mn/DOT State Aid - Municipal	0		50,000	125,000	245,000	0	0	0	420,000
II-52	2170500	CSAH 51 - Replace Bridge #7258 over Hendrickson Channel	500,000	275,000	200,000	2,900,000	0	0	0	0	3,600,000
		Mn/DOT State Aid - Regular	500,000		200,000	2,900,000	0	0	0	0	3,600,000
II-54	2170600	CSAH 51 - Replace Bridge #7194 over Noerenberg Channel	0	0	125,000	3,000,000	0	0	0	0	3,125,000
		Mn/DOT State Aid - Regular	0		125,000	3,000,000	0	0	0	0	3,125,000
II-56	2182000	CSAH 51 - Reconst Sunset fr Northern to Shadywood CSAH	1,100,000	1,100,000	0	1,050,000	4,500,000	750,000	0	0	7,400,000
		Mn/DOT State Aid - Municipal	800,000		0	700,000	3,700,000	600,000	0	0	5,800,000
		Spring Park	300,000		0	350,000	800,000	150,000	0	0	1,600,000
II-58	2164000	CSAH 52 - Recondition Hennepin Avenue Bridge	275,000	267,181	0	0	4,000,000	2,000,000	0	0	6,275,000
		Bonds - GO Roads	0		0	0	0	1,000,000	0	0	1,000,000
		Mn/DOT State Aid - Regular	275,000		0	0	4,000,000	1,000,000	0	0	5,275,000
II-60	2143102	CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	0	0	0	0	0	400,000	1,800,000	18,800,000	21,000,000
		Mn/DOT State Aid - Regular	0		0	0	0	400,000	1,400,000	15,000,000	16,800,000
		Bloomington	0		0	0	0	0	400,000	3,800,000	4,200,000
II-62	2182100	CSAH 52 - Bikeway facility fr Main St NE to 8th St NE	550,000	50,000	1,200,000	1,200,000	11,100,000	0	0	0	14,050,000
		Bonds - GO Roads	50,000		0	0	0	0	0	0	50,000
		Federal - Other - Roads	0		0	0	5,500,000	0	0	0	5,500,000
		Mn/DOT State Aid - Regular	500,000		800,000	500,000	2,975,000	0	0	0	4,775,000
		State - Other - Roads	0		100,000	200,000	500,000	0	0	0	800,000
		Minneapolis	0		300,000	500,000	2,075,000	0	0	0	2,875,000
		Other - Roads	0		0	0	50,000	0	0	0	50,000
II-64	2182800	CSAH 57 - Participate in Humboldt reconst fr 53rd to 57th Av	0	0	0	0	0	700,000	0	0	700,000
		Mn/DOT State Aid - Regular	0		0	0	0	700,000	0	0	700,000
II-66	2092200	CSAH 81 - Reconstruct Bottineau Blvd fr CSAH 8 to TH 169	27,070,000	9,600,215	1,700,000	0	0	0	0	0	28,770,000
		Property Tax	210,000		0	0	0	0	0	0	210,000
		Federal - Other - Roads	7,560,000		0	0	0	0	0	0	7,560,000
		Mn/DOT State Aid - Regular	14,206,690		1,700,000	0	0	0	0	0	15,906,690
		Brooklyn Park	4,738,000		0	0	0	0	0	0	4,738,000
		Other - Roads	355,310		0	0	0	0	0	0	355,310
II-68	2165200	CSAH 81 - Broadway Safety Improvements at Lyndale Ave	500,000	385,363	857,000	0	0	0	0	0	1,357,000
		Property Tax	50,000		0	0	0	0	0	0	50,000
		Bonds - GO Roads	0		220,700	0	0	0	0	0	220,700
		Federal - Other - Roads	0		636,300	0	0	0	0	0	636,300
		Mn/DOT State Aid - Regular	450,000		0	0	0	0	0	0	450,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-70	2167600	CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowr	12,800,000	11,160,318	10,900,000	0	0	0	0	0	23,700,000
		Bonds - GO Roads	2,000,000		9,200,000	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	3,800,000		700,000	0	0	0	0	0	4,500,000
		State - Other - Roads	0		1,000,000	0	0	0	0	0	1,000,000
II-72	2182300	CSAH 82 - Const multi-use trail fr county line to 2nd St	250,000	250,000	0	750,000	200,000	4,300,000	0	0	5,500,000
		Mn/DOT State Aid - Regular	250,000		0	600,000	200,000	1,440,000	0	0	2,490,000
		Mn/DOT State Aid - Municipal	0		0	0	0	1,140,000	0	0	1,140,000
		Excelsior	0		0	0	0	760,000	0	0	760,000
		Shorewood	0		0	150,000	0	760,000	0	0	910,000
		Other - Roads	0		0	0	0	200,000	0	0	200,000
II-74	2175900	CSAH 90 - Reconstruct CSAH 90 at TH 12	1,000,000	1,000,000	0	0	0	0	0	0	1,000,000
		Bonds - GO Roads	0		1,000,000	0	0	0	0	0	1,000,000
		State General Obligation Bonds	1,000,000		(1,000,000)	0	0	0	0	0	0
II-76	2161100	CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 1	4,000,000	1,410,783	18,311,111	0	0	0	0	0	22,311,111
		Federal - Other - Roads	0		6,280,000	0	0	0	0	0	6,280,000
		Mn/DOT State Aid - Municipal	0		2,800,000	0	0	0	0	0	2,800,000
		State General Obligation Bonds	4,000,000		7,300,000	0	0	0	0	0	11,300,000
		State - Other - Roads	0		1,931,111	0	0	0	0	0	1,931,111
II-78	2174900	CSAH 101 - Participate in MG rehab fr 74th Ave to 83rd Ave	0	0	0	1,000,000	0	0	0	0	1,000,000
		Bonds - GO Roads	0		0	1,000,000	0	0	0	0	1,000,000
II-80	2923900	CSAH 103 - Reconst W Broadway fr 85th Ave N to 93rd Ave	36,340,000	33,787,110	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-82	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-84	2091103	CSAH 112 - Reconstruct Rd fr CSAH 6 to Willow	2,304,000	1,895,694	0	0	12,448,000	0	0	0	14,752,000
		Mn/DOT State Aid - Regular	532,000		0	0	1,568,000	0	0	0	2,100,000
		Mn/DOT State Aid - Municipal	0		0	0	30,000	0	0	0	30,000
		Mn/DOT Turnback Funds	1,710,000		0	0	10,170,000	0	0	0	11,880,000
		Orono	62,000		0	0	580,000	0	0	0	642,000
		Other - Roads	0		0	0	100,000	0	0	0	100,000
II-86	2181800	CSAH 146 - Replace Bridge #90623 over Luce Line Trail	0	0	0	0	0	50,000	205,000	6,595,000	6,850,000
		Mn/DOT State Aid - Regular	0		0	0	0	50,000	205,000	6,595,000	6,850,000
II-88	2111000	CSAH 152 - Reconst Rd fr CSAH 2 (Penn) to 41st Avenue N	11,758,000	10,420,450	5,750,000	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	2,074,175		5,000,000	0	0	0	0	0	7,074,175
		Minneapolis	2,368,000		750,000	0	0	0	0	0	3,118,000
		Other - Roads	315,825		0	0	0	0	0	0	315,825
II-90	2174100	CSAH 152 - Reconst Osseo Rd fr CSAH 2 (Penn Ave) to 49t	1,000,000	576,850	1,650,000	9,000,000	2,000,000	0	0	0	13,650,000
		Bonds - GO Roads	200,000		550,000	1,400,000	500,000	0	0	0	2,650,000
		Federal - Other - Roads	0		0	2,000,000	0	0	0	0	2,000,000
		Mn/DOT State Aid - Regular	600,000		600,000	4,400,000	1,100,000	0	0	0	6,700,000
		Minneapolis	200,000		500,000	1,200,000	400,000	0	0	0	2,300,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-92	2090600	CSAH 152 - Participate in Brooklyn Blvd reconst Bass Lk to I	0	0	4,500,000	0	0	0	0	0	4,500,000
		Bonds - GO Roads	0		1,100,000	0	0	0	0	0	1,100,000
		Mn/DOT State Aid - Regular	0		3,400,000	0	0	0	0	0	3,400,000
II-94	2176500	CSAH 152 - Rehabilitate Osseo Rd Bridge #27152 over CP I	100,000	100,000	0	2,200,000	0	0	0	0	2,300,000
		Mn/DOT State Aid - Regular	100,000		0	2,200,000	0	0	0	0	2,300,000
II-96	2176400	CSAH 152 - Replace Bridge #91333 over Bassett Creek	0	0	50,000	240,000	360,000	3,900,000	0	0	4,550,000
		Mn/DOT State Aid - Regular	0		50,000	240,000	360,000	3,900,000	0	0	4,550,000
II-98	2140900	CSAH 153 - Reconst Lowry Ave fr Washington St NE to Johr	630,000	612,097	800,000	1,800,000	10,200,000	5,000,000	0	0	18,430,000
		Bonds - GO Roads	430,000		0	600,000	200,000	800,000	0	0	2,030,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	200,000		600,000	600,000	2,600,000	3,200,000	0	0	7,200,000
		Minneapolis	0		200,000	600,000	400,000	1,000,000	0	0	2,200,000
II-100	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
II-102	2140800	CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	0	0	0	300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000
		Bonds - GO Roads	0		0	0	50,000	200,000	1,600,000	800,000	2,650,000
		Mn/DOT State Aid - Regular	0		0	300,000	1,000,000	1,200,000	7,400,000	1,600,000	11,500,000
		Minneapolis	0		0	0	300,000	750,000	2,000,000	600,000	3,650,000
II-104	2176600	CSAH 158 - Replace Bridge #4510 over CP Rail	1,000,000	400,000	1,500,000	1,300,000	13,000,000	0	0	0	16,800,000
		Bonds - GO Roads	0		0	0	2,000,000	0	0	0	2,000,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	0	7,000,000
		Mn/DOT State Aid - Regular	1,000,000		1,500,000	1,300,000	4,000,000	0	0	0	7,800,000
II-106	2164400	Advanced Traffic Management System (ATMS)	17,250,000	1,606,666	0	3,500,000	2,500,000	0	0	0	23,250,000
		Bonds - GO Roads	13,992,000		0	3,500,000	2,500,000	0	0	0	19,992,000
		Federal - Other - Roads	3,258,000		0	0	0	0	0	0	3,258,000
II-108	2166100	Pedestrian Crossing Improvements at various locations	872,000	799,498	0	0	0	0	0	0	872,000
		Federal - Other - Roads	477,000		0	0	0	0	0	0	477,000
		Mn/DOT State Aid - Regular	395,000		0	0	0	0	0	0	395,000
II-110	2176000	Metro Transit D Line - Locally Requested Scope	450,000	349,999	894,000	2,000,000	0	0	0	0	3,344,000
		Property Tax	50,000		150,000	0	0	0	0	0	200,000
		Bonds - GO Roads	0		209,400	0	0	0	0	0	209,400
		Federal - Other - Roads	0		534,600	0	0	0	0	0	534,600
		Mn/DOT State Aid - Regular	400,000		0	2,000,000	0	0	0	0	2,400,000
II-112	2166200	Midtown Greenway Bikeway Safety Improvements	874,000	731,731	0	0	0	0	0	0	874,000
		Property Tax	110,000		0	0	0	0	0	0	110,000
		Bonds - GO Roads	100,000		0	0	0	0	0	0	100,000
		Federal - Other - Roads	531,000		0	0	0	0	0	0	531,000
		Other - Roads	133,000		0	0	0	0	0	0	133,000
II-114	2191500	Midtown Greenway Bikeway fr Garfield Ave to Harriet Ave	50,000	50,000	100,000	250,000	1,750,000	0	0	0	2,150,000
		Federal - Other - Roads	0		0	0	1,120,000	0	0	0	1,120,000
		Other - Roads	50,000		100,000	250,000	630,000	0	0	0	1,030,000
II-116	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

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-118	2155600 TH 252 Improvements from I-694 to TH 610		5,338,390	0	0	0	0	0	0	0	5,338,390
		Property Tax	300,000		0	0	0	0	0	0	300,000
		Bonds - GO Roads	720,000		0	0	0	0	0	0	720,000
		Mn/DOT State Aid - Regular	100,000		0	0	0	0	0	0	100,000
		State - Other - Roads	3,318,390		0	0	0	0	0	0	3,318,390
		Brooklyn Center	360,000		0	0	0	0	0	0	360,000
		Brooklyn Park	540,000		0	0	0	0	0	0	540,000
II-120	2167700 TH 252 / CSAH 109 85th Avenue N interchange		19,280,000	19,280,000	0	635,000	7,635,000	0	0	0	27,550,000
		Bonds - GO Roads	6,280,000		0	0	0	0	0	0	6,280,000
		Federal - Other - Roads	0		0	0	7,000,000	0	0	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	635,000	635,000	0	0	0	6,270,000
II-122	2999961 Maple Grove R of W Acquisition Reimbursement (CP 9635)		147,345	147,345	40,000	40,000	40,000	40,000	40,000	0	347,345
		Property Tax	147,345		40,000	40,000	40,000	40,000	40,000	0	347,345
II-124	2999971 Bottineau LRT Partnership Participation		1,000,000	1,000,000	(1,000,000)	0	2,500,000	2,750,000	2,750,000	0	8,000,000
		Bonds - GO Roads	1,000,000		(1,000,000)	0	2,500,000	2,750,000	2,750,000	0	8,000,000
II-126	2999968 Southwest LRT Partnership Participation		5,600,000	5,321,286	(850,000)	0	0	0	0	0	4,750,000
		Bonds - GO Roads	5,600,000		(850,000)	0	0	0	0	0	4,750,000
II-128	2183300 Safety and Asset Management 2019-2023		11,094,074	1,799,143	12,589,900	7,800,000	8,150,000	0	0	0	39,633,974
		Property Tax	445,000		200,000	200,000	200,000	0	0	0	1,045,000
		Bonds - GO Roads	8,791,360		9,889,900	4,100,000	4,250,000	0	0	0	27,031,260
		Mn/DOT State Aid - Regular	1,857,714		2,500,000	3,500,000	3,700,000	0	0	0	11,557,714
II-130	2183500 Cost Participation and Partnerships 2019-2023		6,475,000	5,286,541	0	2,800,000	3,000,000	0	0	0	12,275,000
		Property Tax	1,315,000		0	1,000,000	1,000,000	0	0	0	3,315,000
		Bonds - GO Roads	1,910,000		0	1,800,000	2,000,000	0	0	0	5,710,000
		Mn/DOT State Aid - Regular	3,225,000		0	0	0	0	0	0	3,225,000
		New Hope	25,000		0	0	0	0	0	0	25,000
II-132	2183400 Project Delivery 2019-2023		1,275,000	1,113,047	100,000	600,000	550,000	0	0	0	2,525,000
		Property Tax	425,000		100,000	350,000	350,000	0	0	0	1,225,000
		Mn/DOT State Aid - Regular	850,000		0	250,000	200,000	0	0	0	1,300,000
II-134	2201000 Safety and Asset Management 2024-2028		0	0	0	0	0	8,150,000	8,150,000	24,450,000	40,750,000
		Property Tax	0		0	0	0	200,000	200,000	600,000	1,000,000
		Bonds - GO Roads	0		0	0	0	4,950,000	4,250,000	12,750,000	21,950,000
		Mn/DOT State Aid - Regular	0		0	0	0	3,000,000	3,700,000	11,100,000	17,800,000
II-136	2201200 Project Delivery 2024-2028		0	0	0	0	0	850,000	850,000	2,550,000	4,250,000
		Property Tax	0		0	0	0	350,000	350,000	1,050,000	1,750,000
		Mn/DOT State Aid - Regular	0		0	0	0	500,000	500,000	1,500,000	2,500,000
II-138	2201100 Cost Participation and Partnerships 2024-2028		0	0	0	0	0	4,500,000	4,500,000	13,500,000	22,500,000
		Property Tax	0		0	0	0	1,000,000	1,000,000	3,000,000	5,000,000
		Bonds - GO Roads	0		0	0	0	3,500,000	3,500,000	10,500,000	17,500,000
	Transportation Provisional (excluded from Public Works Total)		0	0	0	0	0	0	0	93,100,000	93,100,000
II-140	2200800 CSAH 10 - Replace Bridge #91131 over Twin Lake		0	0	0	0	0	0	0	1,760,000	1,760,000
II-142	2200900 CSAH 17 - Replace Bridge #90475 over Nine Mile Creek		0	0	0	0	0	0	0	2,270,000	2,270,000
II-144	2191400 CSAH 19 - Safety improvements at 109th Ave		0	0	0	0	0	0	0	4,500,000	4,500,000
II-146	2052300 CSAH 22 - Reconstr Lyndale Ave fr HCRRR Bridge to Franklii		0	0	0	0	0	0	0	16,900,000	16,900,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
II-148	2984501	CSAH 23 - Reconst Marshall St fr 3rd Ave NE to 16th Ave NE	0		0	0	0	0	0	13,000,000	13,000,000
II-150	2984502	CSAH 23 - Reconst Marshall St fr 16th Ave NE to 27th Ave N	0		0	0	0	0	0	14,500,000	14,500,000
II-152	2181600	CSAH 31 - Replace Bridge #90489 over Minnehaha Creek	0		0	0	0	0	0	6,640,000	6,640,000
II-154	2200700	CSAH 40 - Replace Bridge #94282 over Basset Creek	0		0	0	0	0	0	1,460,000	1,460,000
II-156	2181700	CSAH 121 - Replace Bridge #90617 over Rush Creek	0		0	0	0	0	0	1,870,000	1,870,000
II-158	2182900	CSAH 130 - Participate in Brooklyn Blvd reconst at TH 169	0		0	0	0	0	0	3,000,000	3,000,000
II-160	2191100	CSAH 130 - Reconst 69th Ave fr Unity Ave to Lee Ave	0		0	0	0	0	0	5,800,000	5,800,000
II-162	2021000	CSAH 150 - Construct Fletcher Bypass to CSAH 81	0		0	0	0	0	0	6,900,000	6,900,000
II-166	2191200	CSAH 152 - Reconst Washington Ave N fr Plymouth Ave to 2	0		0	0	0	0	0	14,500,000	14,500,000
		Transportation Sales Tax & Development	694,254,152	203,162,935	1,191,449	25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	1,147,545,601
II-168	1005876	HC Southwest Light Rail Transit	591,385,664	121,106,190	1,191,449	0	0	0	0	0	592,577,113
		Bonds - GO Sales Tax	400,000,000		0	0	0	0	0	0	400,000,000
		Transfer from other Funds	191,385,664		1,191,449	0	0	0	0	0	192,577,113
II-170	1005877	HC Bottineau Light Rail Transit	78,000,000	74,755,757	0	25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000
		Bonds - GO Sales Tax	63,000,000		0	0	0	40,000,000	80,000,000	172,100,000	355,100,000
		Transfer from other Funds	15,000,000		0	25,000,000	25,000,000	20,000,000	20,000,000	70,000,000	175,000,000
II-172	1005878	HC Bus Rapid Transit Orange Line Construction	24,868,488	7,300,988	0	0	0	0	0	0	24,868,488
		Transfer from other Funds	24,868,488		0	0	0	0	0	0	24,868,488
		Environment & Energy	0	0	7,350,000	8,250,000	6,500,000	6,300,000	6,300,000	0	34,700,000
II-174	1006390	HERC Facility Preservation & Improvement 2021-2025	0	0	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	25,000,000
		Bonds - GO Enterprise	0		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	25,000,000
II-176	1006391	Energy Center Improvements 2021-2025	0	0	0	750,000	1,000,000	1,000,000	1,000,000	0	3,750,000
		Bonds - GO Enterprise	0		0	750,000	1,000,000	1,000,000	1,000,000	0	3,750,000
II-178	1006392	Transfer Station Facility Preservation 2021-2025	0	0	350,000	500,000	500,000	300,000	300,000	0	1,950,000
		Enterprise Income	0		350,000	500,000	500,000	300,000	300,000	0	1,950,000
II-180	1005188	Organics Tipping and Loading Expansion	0	0	2,000,000	2,000,000	0	0	0	0	4,000,000
		Bonds - GO Enterprise	0		1,000,000	1,000,000	0	0	0	0	2,000,000
		State - Other	0		1,000,000	1,000,000	0	0	0	0	2,000,000

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: 2021

Summary:

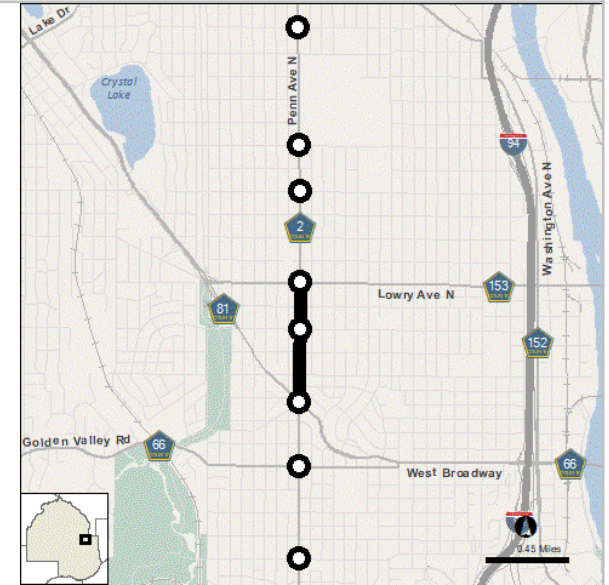
Improve Penn Avenue (CSAH 2) at various locations between I-394 and 44th Avenue (CSAH 152) in the City of Minneapolis.

Purpose & Description:

Community and Economic Development completed the Penn Avenue (CSAH 2) Framework Plan in 2016 to evaluate economic development, beautification, livability, and job creation in the area. A diverse stakeholder group was involved (including Hennepin County, City of Minneapolis, Metro Transit, local residents, and local business owners) to provide feedback on options. 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). The plan identified this segment 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 that dedicated facilities for people biking will not be provided along Penn Avenue. Instead, they will be added to Queen Avenue, which is a parallel route to 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 third 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 2019).

Metro Transit selected Penn Avenue (CSAH 2) as the preferred corridor for operation of the C Line Bus Rapid Transit (BRT) service that includes stations at eight intersections. In order to accommodate the enhanced bus service, each station location will modify the existing intersection and will include curb extensions, new traffic signal systems (if applicable), enhanced crosswalk markings, and an improved pedestrian realm. The C line BRT service began operation in June 2019.

Additionally, 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 will complement the NorthPoint Center and the nearby BRT station location at Plymouth Avenue.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	550,000	506,770	43,230							550,000
Bonds - GO Roads	7,700,000	5,366,009	2,333,991	390,000						8,090,000
Mn/DOT State Aid - Regular	1,500,000	1,734,199	(234,199)							1,500,000
Minneapolis	3,113,660	2,699,684	413,976	260,000						3,373,660
Total	12,863,660	10,306,661	2,556,999	650,000						13,513,660

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	750,000		750,000							750,000
Construction	11,464,155	9,118,458	2,345,697	650,000						12,114,155
Consulting	133,576	225,075	(91,499)							133,576
Other Costs	486,000	1,136,230	(650,230)							486,000
Contingency	29,929		29,929							29,929
Total	12,863,660	10,479,764	2,383,896	650,000						13,513,660

Project Name: 2121100 CSAH 2 - Penn Avenue from I-394 to 44th Avenue	Funding Start: 2013
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	Q1 2014 - Q2 2015
Design	Q3 2015 - Q2 2016
Bid Advertisement	Q1 2018
Construction	Q2 2018 - Q4 2021
Completion	Q2 2022

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

County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking, 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, people with disabilities, households with low incomes, and households with no vehicles.

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 roadway assets in-kind. 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 increased by \$0.6 million from \$12.9 million to \$13.5 million to be financed by County Bonds and the City of Minneapolis
- Construction activities increased by \$0.6 million based on revised Engineer's Estimate

Board Resolutions / Supplemental Information:

Project Budget Notes:
Appropriated \$600,000 in County Bonds within CP 2121100 from the Penn Avenue Community Works Capital Project (CP 1001560) and \$200,000 in County Bonds within CP 2121100 from the CP&P TSCA (CP 2183500). The 2021 spending goal for Intersection Control in CP 2183500 will be reduced by \$200,000.

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

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	12,263,660	600,000						12,863,660
Administrator Proposed	12,263,660	600,000						12,863,660
CBTF Recommended	12,263,660	600,000						12,863,660
Board Approved Final	12,263,660	600,000						12,863,660

Project Name: 2986402 CSAH 3 - Construct Lake St ramps at I-35W - Phase II
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2016
Funding Completion: 2017

Summary:

Participate in MnDOT's project to expand the interchange along I-35W at Lake Street (CSAH 3) in the City of Minneapolis.

Purpose & Description:

The existing interchange at Lake Street (CSAH 3) and I-35W includes limited freeway access. Currently, access is restricted to northbound users on I-35W exiting onto Lake Street (CSAH 3) and eastbound/westbound users on Lake Street (CSAH 3) entering onto I-35W to travel southbound. These conditions provide a relatively poor level of service for users and is confusing to those not familiar with the area. Additionally, transit stops are provided on the I-35W Bridge over Lake Street (CSAH 3) that require users to board and disembark buses adjacent to freeway traffic. This design is uncommon and causes a feeling of discomfort for people using transit. Furthermore, transit users are require to ascend/descend a relatively steep flight of stairs to access bus services on the I-35W Bridge, which is an inadequate design for persons with limited mobility.

The proposed project will improve access at Lake Street (CSAH 3) for both patrons and residents by providing full access to/from I-35W; revitalizing this active commercial area. The existing transit stop on the I-35W Bridge will be modified to improve user comfort and accessibility. This project positively impacts the local economy by targeting sizeable employers in the area.

This project will be delivered by MnDOT as part of its 35W@94: Downtown to Crosstown Project that includes new pavement and bridges along I-35W from 43rd Street to 15th Street. The I-35W Bridge at Lake Street (CSAH 3) will serve as a Bus Rapid Transit (BRT) stop as part of Metro Transit's Orange Line service. Additionally, Minneapolis will implement its Green Crescent Project to improve connections between the Greenway and Lake Street (CSAH 3) for people walking and biking.

This project is Phase II (of II) of the I-35W Transit/Access Project that provides county cost participation in improving access between Lake Street (CSAH 3) and I-35W. Additionally, this project is directly related to County Capital Projects 2150800 and 2150900 which provide capital improvements along Lake Street (CSAH 3) on either side of I-35W.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	2,887,092	2,891,724	(4,632)							2,887,092
Federal - Other - Roads	12,026,209		12,026,209							12,026,209
Mn/DOT State Aid - Regular	2,551,000	1,803,432	747,568							2,551,000
State Road Bonds	23,750,000	19,649,565	4,100,435							23,750,000
Minneapolis	5,785,699	4,829,363	956,336							5,785,699
Total	47,000,000	29,174,084	17,825,916							47,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	12,607,600	13,425,899	(818,299)							12,607,600
Construction	29,427,726	26,938,833	2,488,893							29,427,726
Consulting	2,143,701	109,703	2,033,998							2,143,701
Contingency	2,820,973		2,820,973							2,820,973
Total	47,000,000	40,474,435	6,525,565							47,000,000

Project Name: 2986402 CSAH 3 - Construct Lake St ramps at I-35W - Phase II	Funding Start: 2016
Major Program: Public Works	Funding Completion: 2017
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	47,000,000							47,000,000
Administrator Proposed	47,000,000							47,000,000
CBTF Recommended	47,000,000							47,000,000
Board Approved Final	47,000,000							47,000,000

Scheduling Milestones (major phases only):

When Phase I is completed the funds will be available for Phase II. This project is a participation among Hennepin County, MnDOT, and the City of Minneapolis.

Activity	Anticipated Timeframe
Planning	1998 - 2009
Design	2010 - 2016
Bid Advertisement	Q3 2016
Construction	Q3 2017 - Q3 2021
Completion	2022

Board Resolutions / Supplemental Information:

Project Budget Notes:
In 2017, \$25,000,000 in State GO Bonds were awarded to this project through MnDOT's Local Road Improvement Program (LRIP).

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

- Execution of Agmt PW 38-40-17 with MnDOT assigning responsibilities of construction administration
- 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 Mpls 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 Minneapolis Park and Recreation Board for streetscaping and landscaping activities along Lake Street (CSAH 3)
- Amd of the Project Budget for CP 2986402 for an increase of \$8,304,000 from \$38,696,000 to \$47,000,000 to be financed with Federal Funds and State Bonds

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

County Priorities: This project will provide accessibility, mobility, and safety improvements for people 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, people with disabilities, households with low incomes, and households with no vehicles.

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 ramp access to I-35W and the enhanced Bus Rapid Transit (BRT) facilities are anticipated to be assigned to other agencies as part of cooperative agreements.

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

- Execution of Agmt PW 17-40-18 with MnDOT establishing conditions of grant acceptance for capital improvements
- Commitment by Hennepin County to pay any additional project costs that exceed the state grant amount and return any unused funds
- Negotiation of Amd 1 to Agmt PW 39-20-17 with the City of Minneapolis regarding city's receipt of state grant funds
- Amd of the Project Budget for CP 2986402 that has no impact to project total, but yields a decrease of \$1,312,411 in County Bonds and \$1,250,000 in State Bonds and an increase of \$2,562,411 from the City of Minneapolis

BAR 18-0382 (adopted 09/25/2018) authorized:

- Disposition of excess right of way acquired as part of CP 2986402

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	47,000,000							47,000,000
Administrator Proposed	47,000,000							47,000,000
CBTF Recommended	47,000,000							47,000,000
Board Approved Final	47,000,000							47,000,000

Project Name: 2150800 CSAH 3 - Reconst 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 reconstruct Lake Street (CSAH 3) from Blaisdell Avenue to 1st Avenue and from 3rd Avenue to 5th Avenue in the City of Minneapolis.

Purpose & Description:

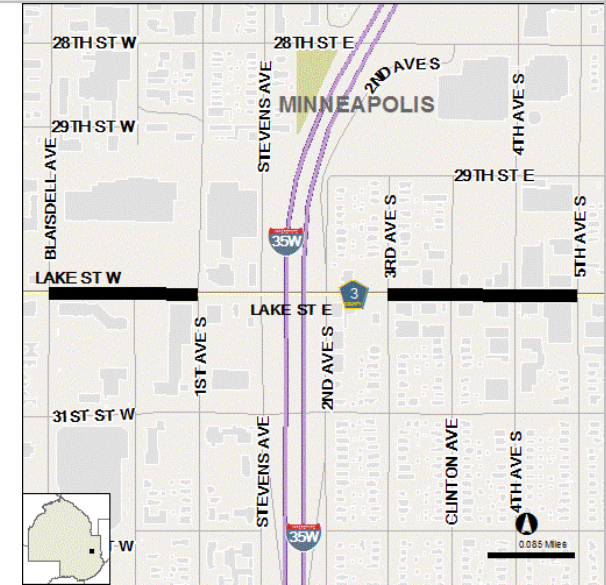
The existing roadway (last reconstructed in 1955) is nearing the end of its useful life and warrants replacement. The pavement extends over the gutter pan, reducing the safety and drainage benefits provided by the curb. Lake Street (CSAH 3) includes two lanes in each direction with on-street parking permitted on both sides in many areas. Additionally, there is inadequate space behind the curb for signs, snow storage, and sidewalk facilities; creating a feeling of discomfort for people walking.

Hennepin County completed three capital projects along Lake Street (CSAH 3) between Lyndale Avenue (CSAH 22) and the Mississippi River in the 2000s (Capital Projects 2974100, 2975400, and 2975800). This section along CSAH 3 (Lake Street) from Blaisdell Avenue to 5th Avenue was postponed due to the anticipated I-35W Bridge Project which impacts this area significantly.

The proposed project will include new assets, including: pavement, curb, storm water utilities, sidewalk, ADA accommodations, and traffic signals. 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. Specific design strategies (such as curb extensions, ADA upgrades, and wider sidewalks) will be introduced to benefit people walking.

This project is directly related to Capital Project 2150900, however, was kept separate to leverage external funding opportunities. Additionally, this project will complement Capital Project 2986402 by extending roadway improvements east/west to provide logical termini.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads	3,334,640	320,000	3,014,640							3,334,640
Mn/DOT State Aid - Regular	833,860	346,685	487,175							833,860
State Road Bonds	1,000,000	597,784	402,216							1,000,000
Minneapolis	531,500	198,279	333,220							531,500
Total	5,700,000	1,462,748	4,237,252							5,700,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	210,591	231,037	(20,446)							210,591
Construction	4,092,533	1,939,393	2,153,140							4,092,533
Consulting	585,159	189,109	396,051							585,159
Other Costs	68,000		68,000							68,000
Contingency	743,717		743,717							743,717
Total	5,700,000	2,359,539	3,340,461							5,700,000

Project Name: 2150800 CSAH 3 - Reconst 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	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	5,700,000							5,700,000
Administrator Proposed	5,700,000							5,700,000
CBTF Recommended	5,700,000							5,700,000
Board Approved Final	5,700,000							5,700,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	1998 - 2009
Design	2010 - 2016
Bid Advertisement	Q3 2016
Construction	Q2 2017 - Q3 2021
Completion	2022

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

County Priorities: This project will provide accessibility, mobility, and safety improvements for people 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, people with disabilities, households with low incomes, and households with no vehicles.

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

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2020-2024 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
- Amdt of Project Budget (CP 2150800) to receive \$320,000 in federal funds for consulting activities
- Transfer of \$80,000 in County State Aid from the Consultant Services GLI to CP 2150800

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

- Execution of Amd 1 to Agmt PW 54-66-15 with SEH for consulting not to exceed \$75,000
- Transfer of \$50,000 from the Consultant Services Generic Line Item to CP 2150800
- Amd to the Project Budget for CP 2150800 from \$4,692,000 to \$4,742,000

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

- Execution of Agmt PW 38-40-17 with MnDOT assigning 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 responsibilities
- Execution of Agmt PW 41-23-17 with the MPRB for streetscaping and landscaping activities
- Amd of Project Budget (CP 2150800) for an increase of \$958,000 from \$4,742,000 to \$5,700,000; financed with \$284,643 of County State Aid, \$673,357 from the City of Minneapolis, and \$640 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 2150800 that yields no net change, but yields a decrease of \$623,783 in County State Aid and \$376,000 in Minneapolis funds and an increase of \$1,000,000 in State Bonds

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

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

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	5,700,000							5,700,000
Administrator Proposed	5,700,000							5,700,000
CBTF Recommended	5,700,000							5,700,000
Board Approved Final	5,700,000							5,700,000

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:

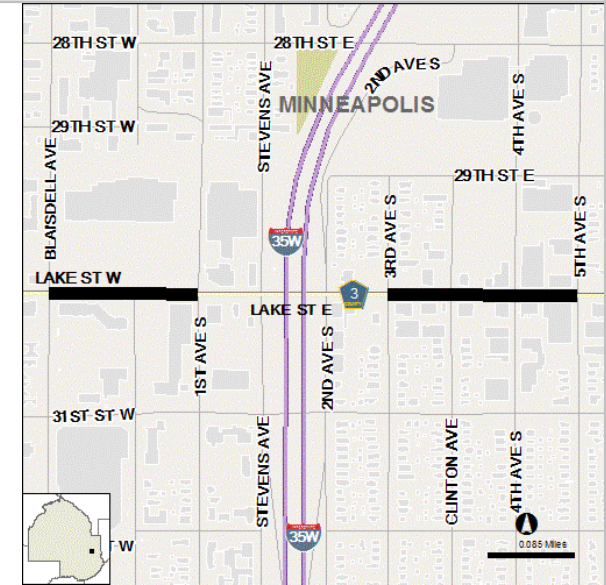
Lake Street (CSAH 3) currently serves east/west trips between Bde Ma Ska and the Mississippi River. The roadway includes two vehicle lanes in each direction, along with on-street parking and sidewalk facilities on both sides. The existing space behind the curb is relatively constrained as there is limited 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 capital streetscaping projects along Lake Street (CSAH 3) between Lyndale Avenue (CSAH 22) and the Mississippi River in the 2000s (Capital Projects 2000400, 2000500, and 2000600). This section along CSAH 3 (Lake Street) between Blaisdell Avenue to 5th Avenue was postponed due to the anticipated I-35W Bridge Project that would likely impact this area significantly.

The proposed 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.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads	758,400	150,548	607,852							758,400
Mn/DOT State Aid - Regular	268,031	153,280	114,751							268,031
State Road Bonds	250,000	283,418	(33,418)							250,000
Minneapolis	223,569	127,612	95,957							223,569
Total	1,500,000	714,858	785,142							1,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	270,608	385,427	(114,819)							270,608
Construction	811,634	333,283	478,351							811,634
Consulting	172,044	16,208	155,836							172,044
Other Costs	50,000		50,000							50,000
Contingency	195,714		195,714							195,714
Total	1,500,000	734,918	765,082							1,500,000

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

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	1998 - 2009
Design	2010 - 2016
Bid Advertisement	Q1 2021
Construction	Q2 2021 - Q3 2021
Completion	2022

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

County Priorities: This project will improve the comfort of people 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, people with disabilities, households with low incomes, and households with no vehicles.

Operating Budget: Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs. 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 2020-2024 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 not 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	2020	2021	2022	2023	2024	Beyond 2024	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 five crossing locations on Lake Street (CSAH 3) and 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 reviewed crash trends and available safety strategies. Both Lake Street (CSAH 3) and 42nd Street (CSAH 42) were identified within the study as Pedestrian Crash Concentration Corridors. Additionally, a SRTS Plan was completed for Northrop Elementary School in 2018 that identified the top priority locations in the area to improve safety and comfort for students and faculty.

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

- Lake Street (CSAH 3) at Cedar Avenue (CSAH 152)
- 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 be coordinated with Metro Transit's B Line Bus Rapid Transit (BRT) 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 promote active living.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads					200,000					200,000
Federal - Other - Roads					828,000					828,000
Mn/DOT State Aid - Regular	50,000		50,000	190,000	146,000					386,000
Minneapolis				60,000	126,000					186,000
Total	50,000		50,000	250,000	1,300,000					1,600,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				100,000						100,000
Construction					1,000,000					1,000,000
Consulting	50,000	50,000		100,000	100,000					250,000
Contingency				50,000	200,000					250,000
Total	50,000	50,000		250,000	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	2021 Budget	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

Scheduling Milestones (major phases only):
This project must be let by June 30, 2022 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	Q1 2020 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:
Project Budget Notes:
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 provide accessibility, mobility, and safety improvements for people walking and using transit. This is especially important as the Lake Street (CSAH 3) at Cedar Avenue (CSAH 152) intersection is located in an area that includes relatively high percentages of people of color, people with disabilities, households with low incomes, 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:

- No changes to the overall Project Budget since the 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 2023

Summary:

Participate in MnDOT's project to reconstruct Lake Street (CSAH 3) at Hiawatha Avenue (TH 55) and replace the traffic signal system at the Lake Street (CSAH 3) and 22nd Avenue intersection in the City of Minneapolis. This project has been nicknamed the Hi-Lake Interchange to promote project awareness.

Purpose & Description:

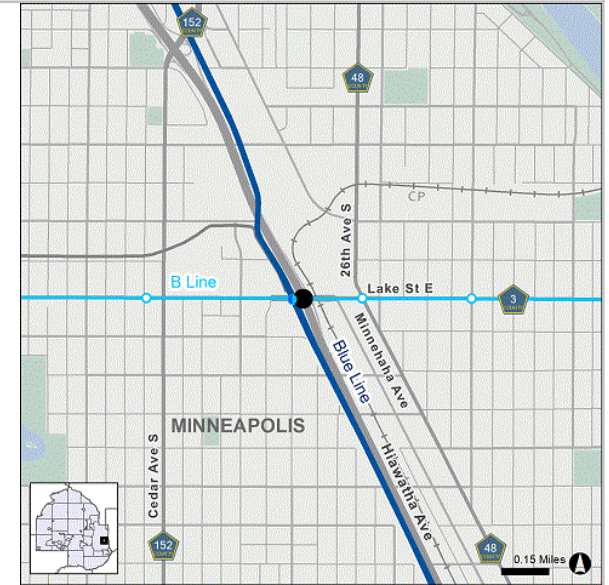
The existing interchange (constructed in the 1990s) at Lake Street (CSAH 3) and Hiawatha Avenue (TH 55) includes a design that's commonly referred to as a Single Point Urban Interchange (SPUI). This design combines all vehicle movements into one intersection that's controlled by a single traffic control system. This design is effective in minimizing vehicle delays at intersections 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. Furthermore, an at-grade railroad crossing exists on the east approach of the interchange, further adding to the complexity of the area.

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 ranged from short-term improvements (\$500,000) to long-term (\$5,000,000). In 2017, a Phase II feasibility study was completed further refine concepts that were developed in the Phase I study. Staff anticipates that the preferred option from the Phase II feasibility study will be the conversion of the SPUI design to a tight-diamond design to provide a more traditional interchange.

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 in an effort 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 in effort to address aging signal assets and improve accommodations for people with limited mobility.

This project will be coordinated with Metro Transit's B Line Bus Rapid Transit (BRT) Project that will operate along Lake Street (CSAH 3). Improvements to the Hi/Lake Interchange will ensure that the nearby BRT stations is accessible for all people; especially those with limited mobility.

MnDOT has identified a pavement project along Hiawatha Avenue (TH 55) in this area that is anticipated to occur in 2022. This project presents an opportunity to expand the scope of MnDOT's project and incorporate the desired interchange modifications.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	200,000		200,000							200,000
Federal - Other - Roads						1,200,000				1,200,000
Mn/DOT State Aid - Regular						500,000				500,000
Minneapolis	200,000		200,000							200,000
Total	400,000		400,000			1,700,000				2,100,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	400,000		400,000			1,700,000				2,100,000
Total	400,000		400,000			1,700,000				2,100,000

Project Name: 2155002 CSAH 3 - Reconstruct Lake St at Hiawatha Ave (TH 55)	Funding Start: 2018
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2019
Design	2020 - 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - TBD
Completion	TBD

Board Resolutions / Supplemental Information:

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.

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

County Priorities: This project will improve the accessibility, mobility, and safety of people 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, people with disabilities, households with low incomes, 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 installation of one new traffic signal system at the Hiawatha Avenue (TH 55) interchange is estimated to cost \$1,720 annually to maintain.

Changes from Prior CIP:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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:

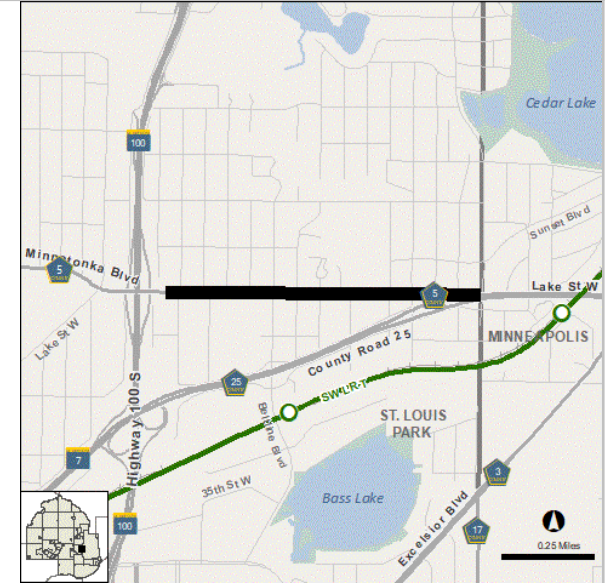
Reconstruct Minnetonka Boulevard (CSAH 5) from TH 100 to France Avenue in the City of St. Louis Park.

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 due to the 4-lane undivided nature of the roadway.

The proposed project would 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 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 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 proposed Southwest Light Rail Transit (SWLRT) 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 SWLRT service will begin operation in 2023.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular	300,000		300,000	200,000	420,000	1,120,000	8,320,000	1,200,000		11,560,000
St Louis Park					300,000	780,000	2,080,000	300,000		3,460,000
Total	300,000		300,000	200,000	720,000	1,900,000	10,400,000	1,500,000		15,020,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way					600,000	1,400,000				2,000,000
Construction							8,000,000	1,000,000		9,000,000
Consulting	300,000		300,000	200,000	120,000	100,000				720,000
Contingency						400,000	2,400,000	500,000		3,300,000
Total	300,000		300,000	200,000	720,000	1,900,000	10,400,000	1,500,000		15,020,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - 2020
Design	Q1 2021 - 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, walking, and using transit. This is especially important as the project is located in an area that includes relatively high percentages of 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:

- Decreased Project Budget by \$0.7 million from \$15.7 million to \$15.0 million based on revised Engineer's Estimate to retain State Aid Regular and reduce City of St. Louis Park participation.
- Accelerated \$0.2 million in consulting activities from Program Year 2022 to Program Year 2021 to better align with the project schedule.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000
Administrator Proposed	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000
CBTF Recommended	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000
Board Approved Final	300,000			1,000,000	2,400,000	9,000,000	3,000,000	15,700,000

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: Beyond 2025

Summary:

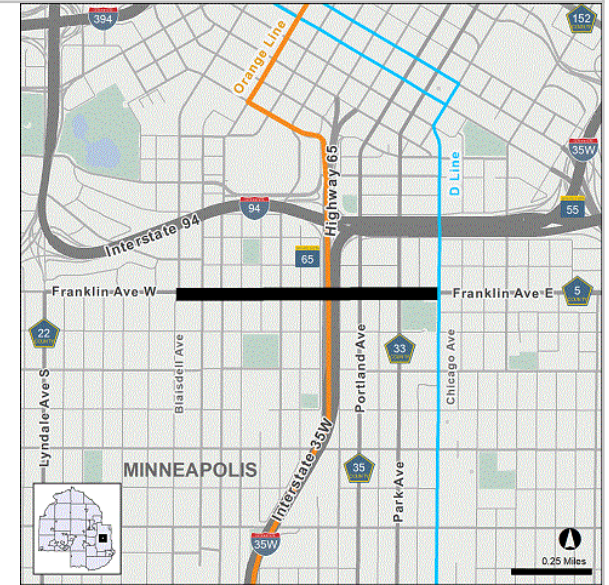
Reconstruct Franklin Avenue (CSAH 5) from Blaisdell Avenue to Chicago Avenue in the City of Minneapolis.

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 provide 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.

Transportation Project Delivery completed the Franklin Avenue Corridor Study in 2020 which reviewed options to improve the accessibility, comfort, and safety of users. Study recommendations will guide the design process; specifically in determining how to reassign space within the existing right of way.

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 and to manage vehicle speeds.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular				400,000		400,000	1,700,000	2,200,000	17,600,000	22,300,000
Minneapolis							600,000	1,100,000	4,000,000	5,700,000
Total				400,000		400,000	2,300,000	3,300,000	21,600,000	28,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way							1,000,000	2,000,000		3,000,000
Construction									16,000,000	16,000,000
Consulting				400,000		400,000	800,000	800,000	1,600,000	4,000,000
Contingency							500,000	500,000	4,000,000	5,000,000
Total				400,000		400,000	2,300,000	3,300,000	21,600,000	28,000,000

Project Name: 2172600 CSAH 5 - Reconst Franklin Ave fr Blaisdell to Chicago Ave	Funding Start: 2021
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - 2020
Design	2021 - 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, 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, people with disabilities, households with low incomes, 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:**
- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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.

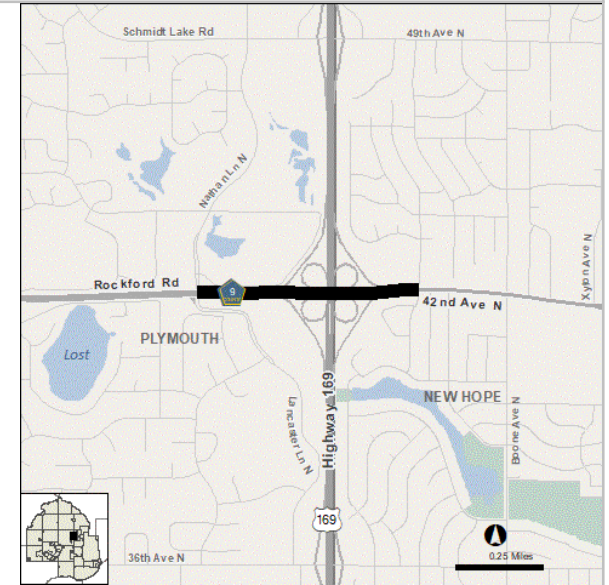
Purpose & Description:

The existing interchange consists of a cloverleaf design that does not include any accommodations for people walking or biking. Therefore, non-motorized users are required to travel either in the median or along the side of the roadway, resulting in 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 construct a multi-use trail along both sides 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. 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads						1,600,000				1,600,000
Mn/DOT State Aid - Regular				620,000		3,180,000				3,800,000
New Hope				200,000						200,000
Total				820,000		4,780,000				5,600,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				400,000						400,000
Construction						3,500,000				3,500,000
Consulting				420,000		280,000				700,000
Contingency						1,000,000				1,000,000
Total				820,000		4,780,000				5,600,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2019
Design	2020 - 2022
Bid Advertisement	Q4 2022
Construction	2023
Completion	Q2 2024

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 and walking. This is especially important as the project is located in an area that includes relatively high percentages of people with disabilities 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 installation of two new traffic signal systems at the TH 169 freeway ramps are estimated to cost \$14,200 annually to maintain.

- Changes from Prior CIP:**
- Project Budget increased by \$1.8 million from \$3.8 million to \$5.6 million based on revised Engineer's Estimate to be financed with State Aid Regular and Federal Aid.
 - Added \$0.4 million in Program Year 2021 for right-of-way activities.
 - Increased construction activities by \$0.5 million from \$3.0 million to \$3.5 million.
 - Added \$0.7 million for consulting activities.
 - Increased contingency by \$0.3 million from \$0.7 million to \$1.0 million

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested					3,750,000			3,750,000
Administrator Proposed					3,750,000			3,750,000
CBTF Recommended					3,750,000			3,750,000
Board Approved Final					3,750,000			3,750,000

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: Beyond 2025

Summary:

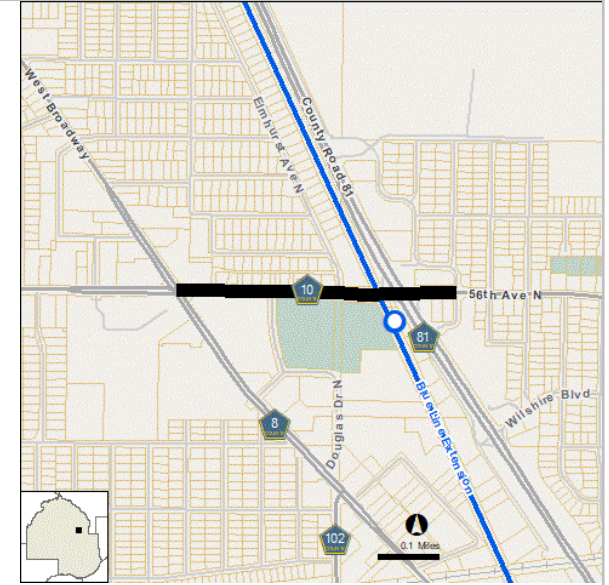
Introduce bikeway along Bass Lake Road (CSAH 10) from West Broadway Avenue (CSAH 8) to Xenia Avenue in the City of Crystal.

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 on-road bicycle accommodations 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 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 the City of Crystal also completed improvements to Becker Parks that included upgrades to the play area and park trails. Additionally, Metro Transit has proposed its Bottineau Light Rail Transit (BLRT) Project that includes a planned station at the Bottineau Boulevard (CSAH 81) and Bass Lake Road (CSAH 10) intersection.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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, 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 people with disabilities.

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:

- Increased Project Budget by \$0.1 million from \$1.2 million to \$1.3 million based on revised Engineer's Estimated to be financed by State Aid Regular and the City of Crystal.
- Increased construction costs by \$0.1 million from \$0.6 million to \$0.7 million.
- Rescheduled construction activities from Program Year 2023 to Program Year 2026 as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			110,000	190,000	950,000			1,250,000
Administrator Proposed			110,000	190,000	950,000			1,250,000
CBTF Recommended			110,000	190,000	950,000			1,250,000
Board Approved Final			110,000	190,000	950,000			1,250,000

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

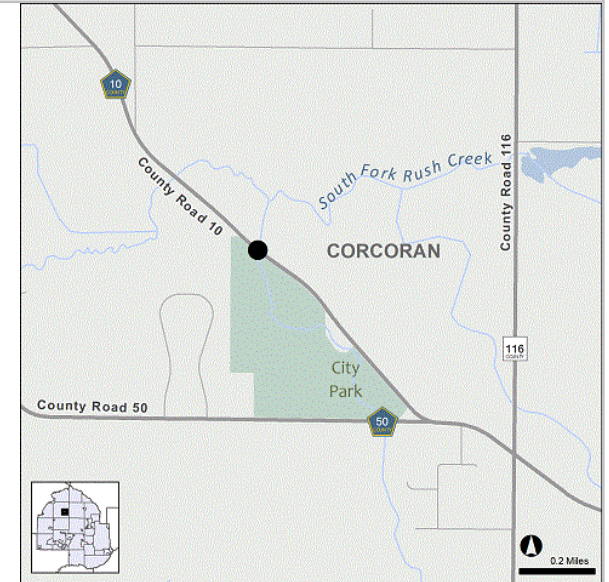
Summary:

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 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. 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular				850,000						850,000
Total				850,000						850,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				50,000						50,000
Construction				500,000						500,000
Consulting				50,000						50,000
Contingency				250,000						250,000
Total				850,000						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	2021 Budget	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

Scheduling Milestones (major phases only):

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

Board Resolutions / Supplemental Information:

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

County Priorities: This project will replace 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 the Rush Creek.

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

Changes from Prior CIP:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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 experiecing 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. It is anticipated that the study will recommend specific improvements (if any) for each ravine and culvert.

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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	250,000		250,000		950,000	950,000				2,150,000
Dayton					475,000	475,000				950,000
Other - Roads					475,000	475,000				950,000
Total	250,000		250,000		1,900,000	1,900,000				4,050,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction					1,600,000	1,600,000				3,200,000
Consulting	250,000	139,800	110,200							250,000
Contingency					300,000	300,000				600,000
Total	250,000	139,800	110,200		1,900,000	1,900,000				4,050,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	Q1 2017 - Q2 2020
Design	Q3 2020 - Q4 2021
Bid Advertisement	Q2 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 address known drainage issues along Dayton River Road (CSAH 12) to ensure the mobility of people biking, driving, and walking through the area.

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 2020-2024 Transportation CIP

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 2020

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads	2,200,000		2,200,000							2,200,000
Mn/DOT State Aid - Regular	2,975,000		2,975,000							2,975,000
State Highway Grants	300,000		300,000							300,000
State - Other - Roads	475,000		475,000							475,000
Total	5,950,000		5,950,000							5,950,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	200,000	305,823	(105,823)							200,000
Construction	4,575,000		4,575,000							4,575,000
Consulting	375,000	565,000	(190,000)							375,000
Other Costs		1,605	(1,605)							
Contingency	800,000		800,000							800,000
Total	5,950,000	872,428	5,077,572							5,950,000

Project Name: 2163400 CSAH 15 - Replace Bridge #27592 at Tanager Channel	Funding Start: 2017
Major Program: Public Works	Funding Completion: 2020
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

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

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 replace 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 the Tanager Channel.

Operating Budget: Staff does not anticipate that this project will have 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 2020-2024 Transportation CIP.

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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	3,950,000	125,000						4,075,000
Administrator Proposed	3,950,000	1,225,000						5,175,000
CBTF Recommended	3,950,000	1,225,000						5,175,000
Board Approved Final	3,950,000	1,225,000						5,175,000

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:

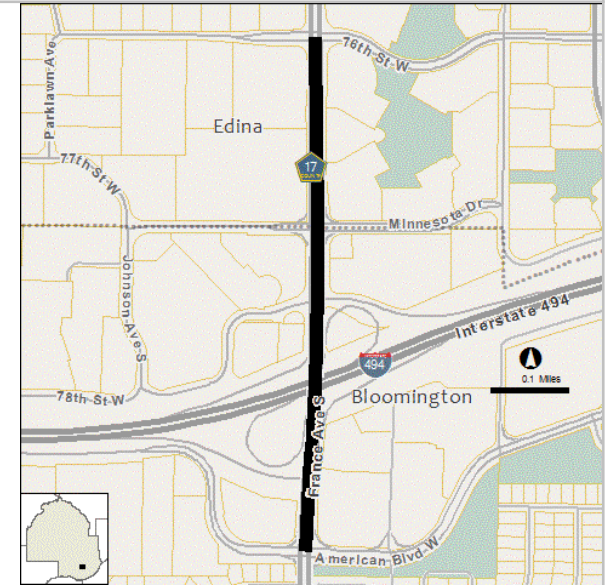
- Revising the France Avenue (CSAH 17) at the Minnesota Drive intersection by eliminating channelized right-turn islands (whenever feasible) to improve the crossing experience for people walking
- Wayfinding signage and pavement markings to improve vehicle movements entering and exiting I-494
- Constructing multi-use 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. This coordination effort will significantly minimize impacts to users.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads						1,800,000				1,800,000
Mn/DOT State Aid - Regular				200,000	100,000	400,000				700,000
Bloomington				50,000		100,000				150,000
Edina				50,000		100,000				150,000
Total				300,000	100,000	2,400,000				2,800,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				200,000						200,000
Construction						2,300,000				2,300,000
Contingency				100,000	100,000	100,000				300,000
Total				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	2021 Budget	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

Scheduling Milestones (major phases only):
This project must be let by June 30, 2023 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2015 -2020
Design	2021 - 2022
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, 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, 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:

- No changes to the overall Project Budget since the 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 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 roadway users by introducing a wider bridge deck for additional shoulder space.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax				35,000	100,000	85,000				220,000
Bonds - GO Roads							1,650,000			1,650,000
Total				35,000	100,000	85,000	1,650,000			1,870,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way					40,000	60,000				100,000
Construction							1,300,000			1,300,000
Consulting				35,000	35,000					70,000
Contingency					25,000	25,000	350,000			400,000
Total				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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2019 - Q3 2021
Design	Q4 2021 - 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 replace a culvert that is nearing the end of its useful life in an effort to ensure access and mobility for people biking, driving, and walking over Painter Creek.

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

Changes from Prior CIP:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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:

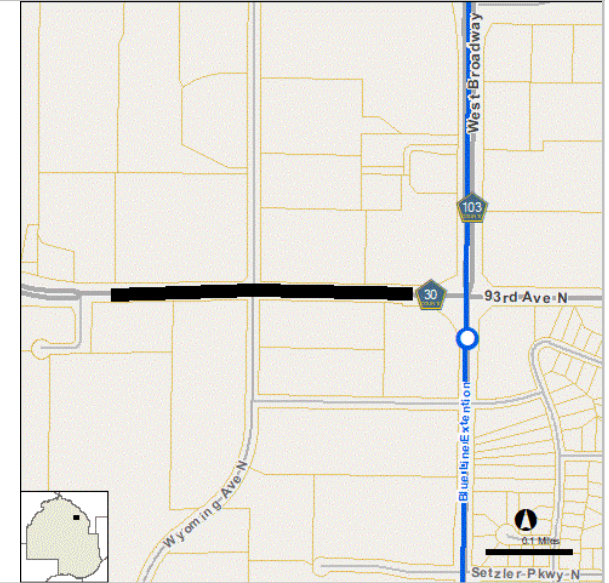
Expand 93rd Avenue (CSAH 30) from Xylon Avenue to West Broadway Avenue (CSAH 103) in the City of Brooklyn Park.

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 Metro Transit's potential Bottineau Light Rail Transit (BLRT) Project that includes a 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 nearby transit station.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular	3,545,000		3,545,000							3,545,000
Brooklyn Park	1,800,000		1,800,000							1,800,000
Total	5,345,000		5,345,000							5,345,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	2021 Budget	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

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 provide accessibility, mobility, and safety improvements for people biking, driving, walking, and using transit. This is especially important as the project is located in an area that includes a relatively high percentage of people of color.

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 \$11,100 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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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:

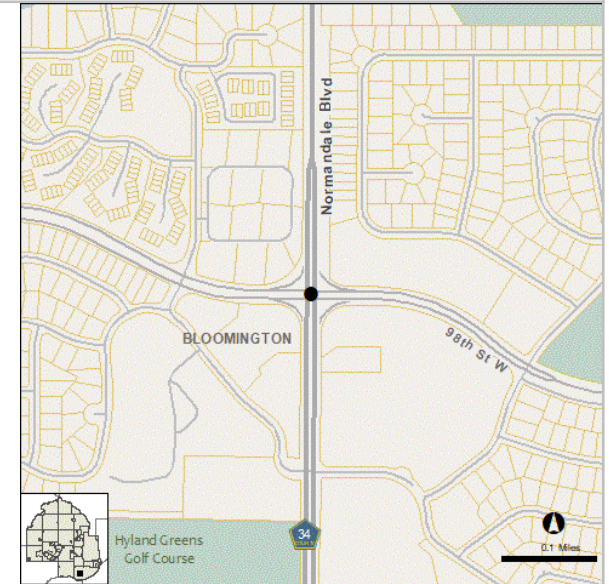
The existing intersection of Normandale Boulevard (CSAH 34) at 98th Street experiences a relatively high number of crashes compared to similar intersections throughout the county. The predominant crash type at this intersection is rear-end related, with the vast majority involving westbound right-turning 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads				480,000						480,000
Federal - Other - Roads				1,170,000						1,170,000
Mn/DOT State Aid - Regular	325,000		325,000	200,000						525,000
Bloomington	50,000		50,000							50,000
Total	375,000		375,000	1,850,000						2,225,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	100,000		100,000							100,000
Construction				1,500,000						1,500,000
Consulting	200,000		200,000	150,000						350,000
Contingency	75,000		75,000	200,000						275,000
Total	375,000		375,000	1,850,000						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	2021 Budget	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

Scheduling Milestones (major phases only):
This project must be let by June 30, 2022 to avoid jeopardizing federal funds.

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

Board Resolutions / Supplemental Information:

Project Budget Notes:
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.

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

County Priorities: This project will provide safety improvements for people driving and walking. This is especially important as the project is located in an area that includes a relatively high percentage of people with disabilities.

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:**
- Substituted \$0.5 million in County Bonds for State Aid Regular in Program Year 2021.
 - No changes to the overall Project Budget since the 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 2154300 CSAH 35 - Portland Bikeway constr fr 67th St to 60th St
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2020

Summary:

Bikeway improvements along Portland Avenue (CSAH 35) from 67th Street to 60th Street in the Cities of Richfield and Minneapolis.

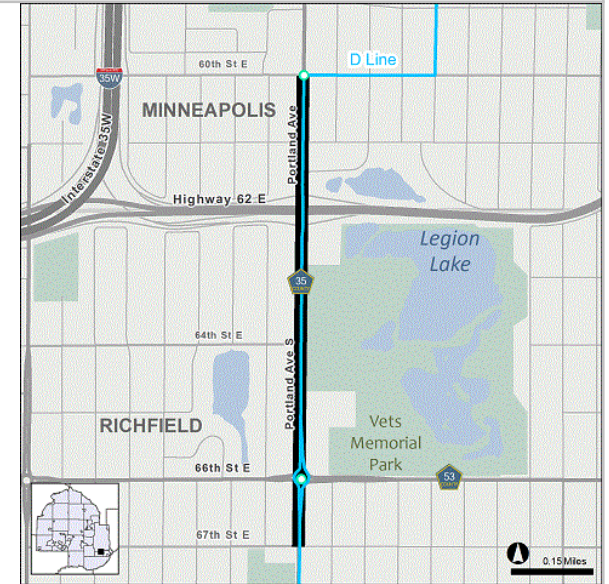
Purpose & Description:

This section of Portland Avenue (CSAH 35) currently includes no dedicated bicycle facilities and is classified as a gap within the county's 2040 Bicycle Transportation Plan. In addition, there is also a one-block gap in the sidewalk network between Crosstown (TH 62) and Park Avenue. A feasibility study was completed by Hennepin County in 2016 that evaluated various concepts for bikeway improvements along Portland Avenue (CSAH 35).

The proposed project will implement study recommendations to eliminate the gap in the bicycle network. It is anticipated that the new facility will be primarily on-road, however, will transition to an off-road design near Crosstown (TH 62) due to right of way constraints. It's anticipated that enhanced bicycle crossing markings will be included at key intersections to improve visibility. This project will also replace curb and sidewalk at various locations to accommodate the new roadway configuration. Additional improvements include the closure of a sidewalk gap, ADA upgrades, and revisions to bus stop locations. Furthermore, Transportation Operations has requested a pavement overlay along Portland Avenue (CSAH 35) be included in this project to address poor pavement conditions.

This project will be coordinated with Metro Transit's implementation of its D Line Bus Rapid Transit (BRT) service. The D Line corridor extends along Portland Avenue (CSAH 35) and includes BRT stations at the intersections of 66th Street (CSAH 53) and 60th Street that are located within the limits of this project. These coordination efforts will greatly reduce impacts to the local community. Furthermore, the closure of gaps in the bikeway and sidewalk networks will ensure first/last mile connections for people biking and walking to nearby BRT stations.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	41,328	41,328								41,328
Federal - Other - Roads	750,000		750,000							750,000
Mn/DOT State Aid - Regular	3,538,000	2,828,678	709,322							3,538,000
Minneapolis	218,580		218,580							218,580
Richfield	89,810		89,810							89,810
Other - Roads	94,266		94,266							94,266
Total	4,731,984	2,870,006	1,861,978							4,731,984
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	500,000	127,204	372,796							500,000
Construction	3,540,656	3,605,456	(64,801)							3,540,656
Consulting	391,328	607,677	(216,349)							391,328
Other Costs		515	(515)							
Contingency	300,000		300,000							300,000
Total	4,731,984	4,340,853	391,131							4,731,984

Project Name: 2154300 CSAH 35 - Portland Bikeway constr fr 67th St to 60th St	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2020
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	4,731,984							4,731,984
Administrator Proposed	4,731,984							4,731,984
CBTF Recommended	4,731,984							4,731,984
Board Approved Final	4,731,984							4,731,984

Scheduling Milestones (major phases only):
This project must be let by June 30, 2022 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2015 - 2017
Design	Q1 2018 - Q1 2020
Bid Advertisement	Q4 2020
Construction	Q1 2021 - Q4 2021
Completion	Q2 2022

Board Resolutions / Supplemental Information:
BAR 20-0214 (adopted on 06/11/2020) authorized:

- Neg of Agmt PW 03-20-20 with the City of Minneapolis to identify each agency's responsibilities as they relate to CP 2154300 that includes an estimated receivable of \$262,424 (\$218,580 in the Capital Budget and \$43,844 in the Operating Budget) and an estimated county cost of \$40,000.
- Neg of Agmt PW 04-19-20 with the City of Richfield to identify each agency's responsibilities as they relate to CP 2154300 that includes an estimated receivable of \$105,976 (\$89,810 in the Capital Budget and \$16,166 in the Operating Budget).
- Neg of Agmt PW 07-67-20 with the Metropolitan Council to identify each agency's responsibilities as they relate to CP 2154300 that includes an estimated receivable of \$101,807 (\$94,266 in the Capital Budget and \$7,541 in the Operating Budget).
- Neg of Agmt PW 21-40-20 (State Contract No. 1034546) with MnDOT to identify each agency's responsibilities as they relate to CP 2154300.
- Amd of the Project Budget for CP 2154300; increasing the Project Budget by \$40,656 from \$4,691,328 to \$4,731,984 and making the following adjustments to revenue sources: Minneapolis revenue be decreased from \$250,000 to \$218,850, Richfield revenue be increased from \$42,000 to \$89,810, Metropolitan Council revenue be decreased from \$800,000 to \$94,266, and State Aid Regular revenue increase from \$2,808,000 to \$3,538,000. Additionally, \$730,000 in State Aid Regular be transferred from CP 2183500 (Cost Participation and Partnerships 2019-2023) to CP 2154300 to finance the increase to county revenues.

Project's Effect on County Priorities and the Operating Budget:
County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking, walking, and using transit. This is especially important as the project is located in an area that includes a relatively high percentage of people with disabilities
Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The removal of approximately 0.12 lane miles from the county roadway system is estimated to retain \$2,100 annually. Additionally, maintenance responsibilities of the new protected bikeway facility is 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	891,328	3,800,000						4,691,328
Administrator Proposed	891,328	3,800,000						4,691,328
CBTF Recommended	891,328	3,800,000						4,691,328
Board Approved Final	891,328	3,800,000						4,691,328

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.

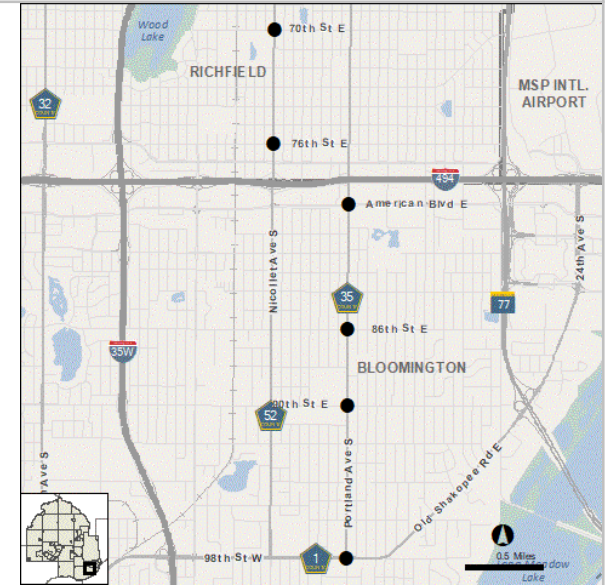
Purpose & Description:

These sections of Portland Avenue (CSAH 35) and Nicollet Avenue (CSAH 52) within the Cities of Bloomington and Richfield 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 various 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 (to implement the latest technologies).

Staff recommended this project for the Highway Safety Improvement Program (HSIP) given the high number of crashes that resulted injuries, especially those involving left-turning vehicles. 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	50,000		50,000	200,000	100,000					350,000
Bloomington				25,000						25,000
Richfield				25,000						25,000
Total	50,000		50,000	250,000	1,250,000					1,550,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				100,000						100,000
Construction					1,000,000					1,000,000
Consulting	50,000		50,000	100,000	100,000					250,000
Contingency				50,000	150,000					200,000
Total	50,000		50,000	250,000	1,250,000					1,550,000

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	2021 Budget	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

Scheduling Milestones (major phases only):
This project must be let by June 30, 2022 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	Q1 2020 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:
Project Budget Notes:
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 Priorities: This project will provide accessibility, mobility, and safety improvements for people driving and walking. This is especially important as many of the intersections to receive improvements are located in areas that include relatively high percentages of people of color, people with disabilities, households with low incomes, and households with no vehicles.
Operating Budget: Staff does not anticipate that this project will have 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:**
- Substituted \$0.3 million in County Bonds for State Aid Regular in Program Year 2021.
 - No changes to the overall Project Budget since the 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		50,000	300,000	1,250,000				1,600,000
Administrator Proposed		50,000	300,000	1,250,000				1,600,000
CBTF Recommended		50,000	300,000	1,250,000				1,600,000
Board Approved Final		50,000	300,000	1,250,000				1,600,000

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:

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

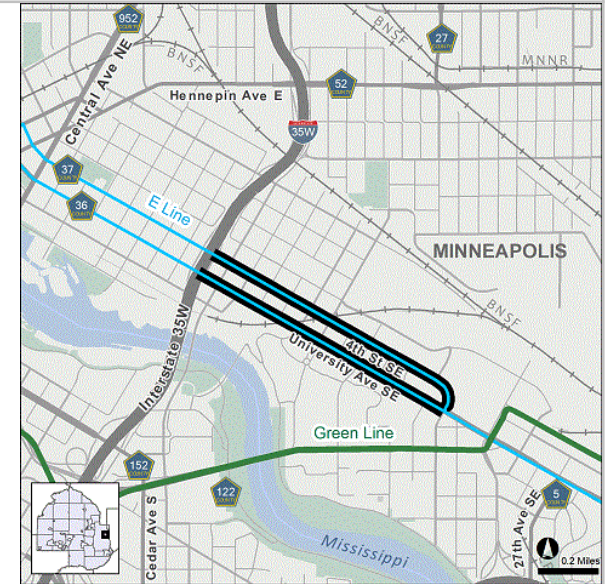
Purpose & Description:

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.

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. Additional project elements will include ADA and traffic signal modifications. Furthermore, this project will be coordinated with Metro Transit's implementation of its E Line Bus Rapid Transit (BRT) service. The E-Line corridor will extend along University Avenue SE (CSAH 36) and 4th Street SE (CSAH 37) and is anticipated to include BRT stations at 11th Avenue SE, 15th Avenue SE, and 23rd Avenue SE. Enhancements to the bikeway facility along University Avenue SE (CSAH 36) and 4th Street SE (CSAH 37) will improve first/last mile connections to these nearby BRT stations.

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. This experimentation will allow county staff to monitor its effectiveness in advance of this planned capital project.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					200,000					200,000
Federal - Other - Roads					5,500,000					5,500,000
Mn/DOT State Aid - Regular	900,000		900,000	1,550,000	4,650,000					7,100,000
Minneapolis	150,000		150,000	550,000	3,750,000					4,450,000
Total	1,050,000		1,050,000	2,100,000	14,100,000					17,250,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	300,000		300,000	700,000						1,000,000
Construction					11,000,000					11,000,000
Consulting	750,000	750,000		1,000,000	1,100,000					2,850,000
Contingency				400,000	2,000,000					2,400,000
Total	1,050,000	750,000	300,000	2,100,000	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	2021 Budget	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

Scheduling Milestones (major phases only):
This project must be let by June 30, 2022 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2016 - 2019
Design	Q1 2020 - Q1 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q4 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:
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 provide accessibility, mobility, and safety improvements for people biking. This is especially important as the project is located in an area that includes relatively high percentages of people of color 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:

- Project Budget increased by \$0.2 million from \$1.9 million to \$2.1 million based on a revised Engineer's Estimate to be financed by State Aid Regular.
- Increased consulting activities by \$0.2 million from \$0.8 million to \$1.0 million in program year 2021.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		1,050,000	1,900,000	14,100,000				17,050,000
Administrator Proposed		1,050,000	1,900,000	14,100,000				17,050,000
CBTF Recommended		1,050,000	1,900,000	14,100,000				17,050,000
Board Approved Final		1,050,000	1,900,000	14,100,000				17,050,000

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:

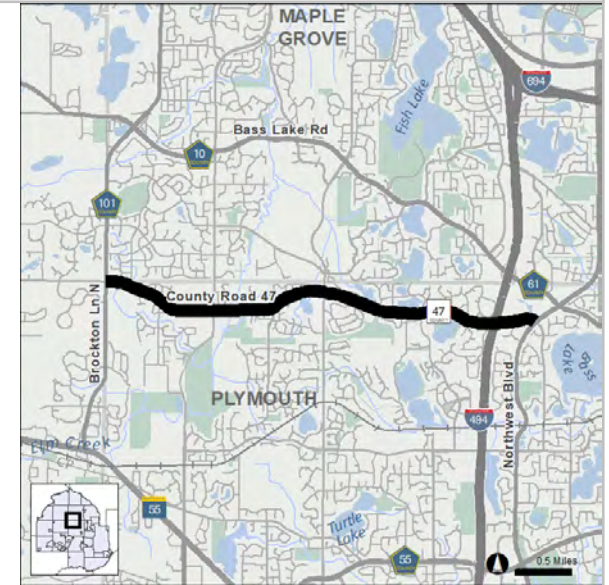
Provide funding to the City of Plymouth for roadway improvements related to the jurisdictional transfer of County Road 47 from Brockton Lane (CSAH 101) to Northwest Boulevard (CSAH 61).

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. Over the last few 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 specific amount and purpose of the county's financial contribution is consistent with the county's Jurisdictional Transfer Policy. 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads				5,000,000						5,000,000
Total				5,000,000						5,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				5,000,000						5,000,000
Total				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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	N/A
Design	N/A
Bid Advertisement	N/A
Construction	N/A
Completion	N/A

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 by the County Board, the county will be responsible for maintaining 13.66 fewer lane miles, 1 less bridge, and 3 fewer traffic signals. These changes are estimated to retain approximately \$100,000 annually.

Changes from Prior CIP:

- New project introduced into the 2021-2025 Transportation CIP as requested by Public Works Administration.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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:

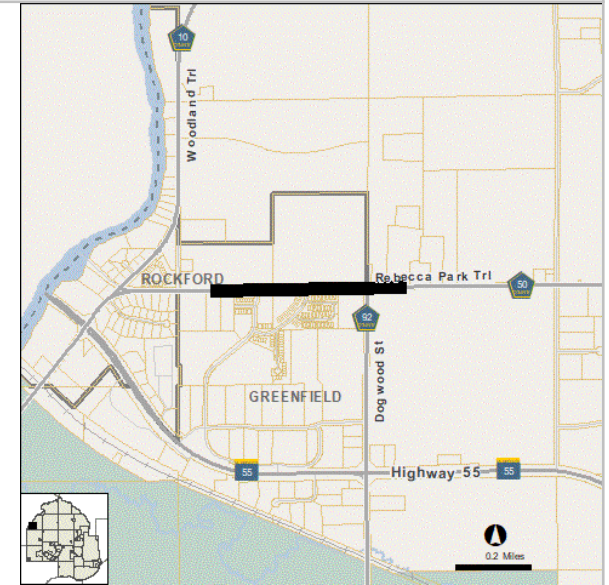
The existing corridor along Rebecca Park Trail (CSAH 50) between Koala Street and Dogwood Street (CSAH 92) experiences a relatively high number of injury related crashes compared to similar corridors throughout the county. These crashes are primarily due to the presence of bypass lanes that offer limited 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads						405,000				405,000
Mn/DOT State Aid - Municipal				50,000	125,000	245,000				420,000
Total				50,000	125,000	650,000				825,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way					100,000					100,000
Construction						500,000				500,000
Consulting				50,000		50,000				100,000
Contingency					25,000	100,000				125,000
Total				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	2021 Budget	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

Scheduling Milestones (major phases only):
 This project must be let by June 30, 2023 to avoid jeopardizing federal funds.

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

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:
County Priorities: This project will provide mobility and safety improvements for people biking, driving, and walking.
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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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

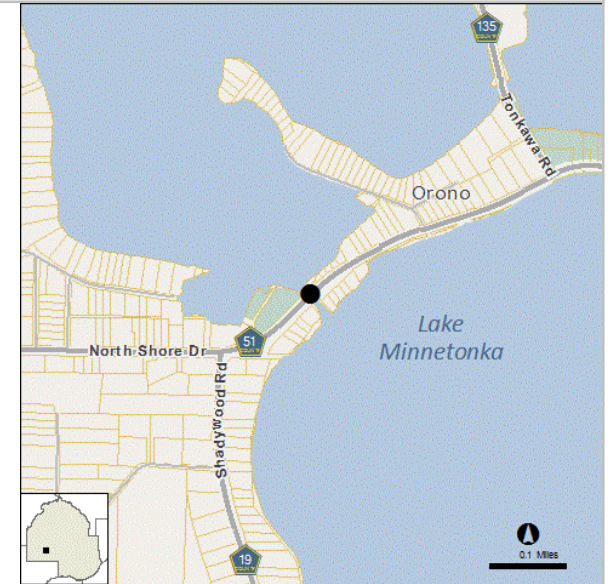
Summary:

Replace existing Bridge #7258 along North Shore Drive (CSAH 51) over the Hendrickson Channel in 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. Numerous repairs to the concrete deck in recent years 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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular	500,000		500,000	200,000	2,900,000					3,600,000
Total	500,000		500,000	200,000	2,900,000					3,600,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	100,000		100,000							100,000
Construction					2,500,000					2,500,000
Consulting	300,000	225,000	75,000	200,000						500,000
Contingency	100,000		100,000		400,000					500,000
Total	500,000	225,000	275,000	200,000	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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	Q1 2020 - Q4 2021
Bid Advertisement	Q1 2022
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 replace 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 the Hendrickson Channel.

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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		400,000	200,000	3,000,000				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:

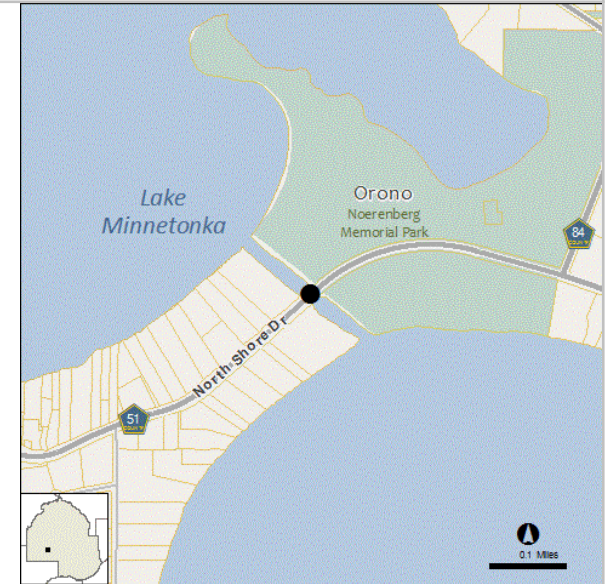
Replace existing Bridge #7194 along North Shore Drive (CSAH 51) over the Noerenberg Channel in Orono.

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 is 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 also minimize disruptions to the travelling public.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular				125,000	3,000,000					3,125,000
Total				125,000	3,000,000					3,125,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				50,000						50,000
Construction					2,500,000					2,500,000
Consulting				75,000						75,000
Contingency					500,000					500,000
Total				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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	Q1 2020 - Q4 2021
Bid Advertisement	Q1 2022
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 replace 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 the Noerenberg Channel.

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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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		500,000		200,000	500,000				1,200,000
Contingency					250,000	500,000	250,000			1,000,000
Total	1,100,000		1,100,000		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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	2020 - 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q4 2024
Completion	Q2 2025

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 the project is located in an area that includes a relatively high percentage of people with disabilities.

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 as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	1,000,000	100,000	1,050,000	4,500,000	750,000			7,400,000
Administrator Proposed	1,000,000	100,000	1,050,000	4,500,000	750,000			7,400,000
CBTF Recommended	1,000,000	100,000	1,050,000	4,500,000	750,000			7,400,000
Board Approved Final	1,000,000	100,000	1,050,000	4,500,000	750,000			7,400,000

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

Funding Start: 2019
Funding Completion: 2024

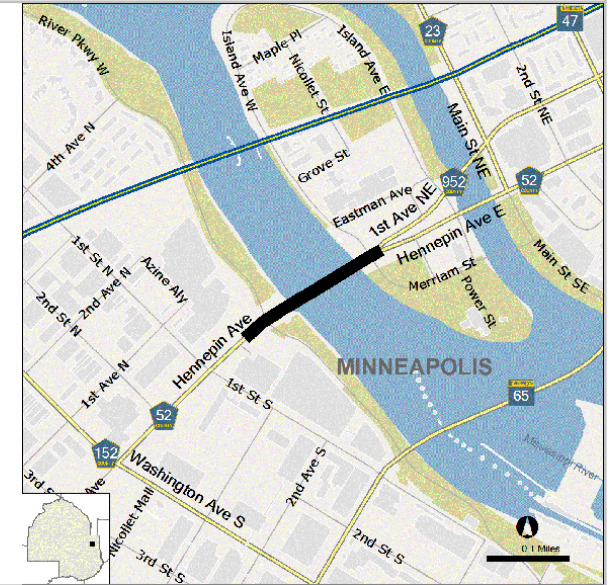
Summary:

Recondition existing Bridge #27636 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.

The proposed project will repaint the iconic Hennepin Avenue (CSAH 52) Bridge over the Mississippi River. 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads							1,000,000			1,000,000
Mn/DOT State Aid - Regular	275,000		275,000			4,000,000	1,000,000			5,275,000
Total	275,000		275,000			4,000,000	2,000,000			6,275,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	250,000		250,000			4,000,000	1,400,000			5,650,000
Consulting	25,000	7,819	17,181							25,000
Contingency							600,000			600,000
Total	275,000	7,819	267,181			4,000,000	2,000,000			6,275,000

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

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2021
Design	Q1 2022 - Q4 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q4 2023
Completion	Q2 2024

Board Resolutions / Supplemental Information:

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

County Priorities: This project will recondition a bridge that is showing signs of advanced deterioration in an effort to ensure access and mobility for people biking, driving, walking, and using transit across the Mississippi River.

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 recondition existing bridge assets.

- Changes from Prior CIP:**
- Project Budget increased by \$1.0 million from \$5.3 million to \$6.3 million based on revised Engineer's Estimate to be financed by County Bonds.
 - Increased construction activities by \$1.4 million from \$4.3 million to \$5.7 million.
 - Decreased contingency activities by \$0.4 million from \$1.0 million to \$0.6 million.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	25,000	250,000			5,000,000			5,275,000
Administrator Proposed	25,000	250,000			5,000,000			5,275,000
CBTF Recommended	25,000	250,000			5,000,000			5,275,000
Board Approved Final	25,000	250,000			5,000,000			5,275,000

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 2025

Summary:

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

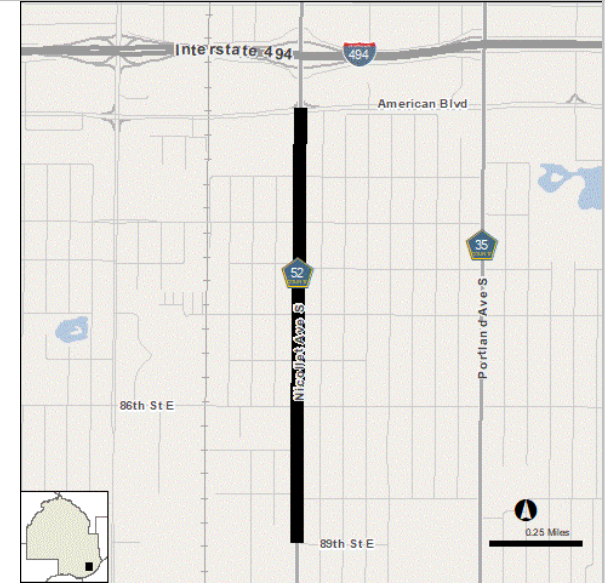
Purpose & Description:

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 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. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons), bikeway accommodations, and streetscaping features will also be considered in an effort to benefit non-motorized 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular							400,000	1,400,000	15,000,000	16,800,000
Bloomington								400,000	3,800,000	4,200,000
Total							400,000	1,800,000	18,800,000	21,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way								600,000	1,400,000	2,000,000
Construction									12,000,000	12,000,000
Consulting							400,000	700,000	1,900,000	3,000,000
Contingency								500,000	3,500,000	4,000,000
Total							400,000	1,800,000	18,800,000	21,000,000

Project Name: 2143102 CSAH 52 - Reconst Nicollet Ave fr 89th St to American Blvd	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	Q1 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 provide accessibility, mobility, and safety improvements for people biking, driving, walking, and using transit. This is especially important as the 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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested						400,000	20,600,000	21,000,000
Administrator Proposed						400,000	20,600,000	21,000,000
CBTF Recommended						400,000	20,600,000	21,000,000
Board Approved Final						400,000	20,600,000	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:

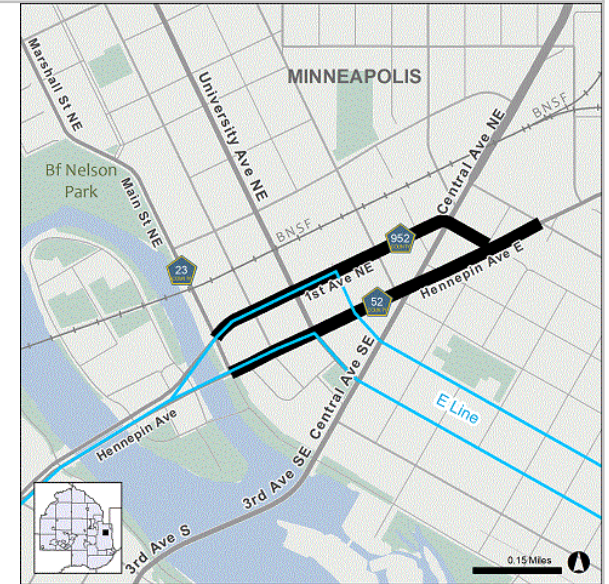
Hennepin Avenue (CSAH 52) and 1st Avenue (CSAH 52) serve as one-way pairs in this area east of the Mississippi River. Each roadway includes sidewalk on both sides, three vehicle lanes, and many locations where on-street parking is permitted. Bikeway facilities currently exist along these corridors to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

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. It is anticipated that durable, high-visibility pavement markings will be used for lane designations to clearly define space for each user; this is especially important as traditional pavement marking methods (latex or epoxy materials) do not provide adequate visual contrast on the concrete roadway surface. 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 users from Downtown Minneapolis to Northeast Minneapolis (via the Hennepin Avenue Bridge).

This project will be coordinated with Metro Transit's E Line Bus Rapid Transit (BRT) 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 BRT station.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	50,000		50,000							50,000
Federal - Other - Roads						5,500,000				5,500,000
Mn/DOT State Aid - Regular	500,000		500,000	800,000	500,000	2,975,000				4,775,000
State - Other - Roads				100,000	200,000	500,000				800,000
Minneapolis				300,000	500,000	2,075,000				2,875,000
Other - Roads						50,000				50,000
Total	550,000		550,000	1,200,000	1,200,000	11,100,000				14,050,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				700,000	700,000					1,400,000
Construction	50,000		50,000			8,700,000				8,750,000
Consulting	500,000	500,000		500,000		900,000				1,900,000
Contingency					500,000	1,500,000				2,000,000
Total	550,000	500,000	50,000	1,200,000	1,200,000	11,100,000				14,050,000

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	2021 Budget	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

Scheduling Milestones (major phases only):
This project must be let by June 30, 2023 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2015 - 2018
Design	Q3 2019 - Q4 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q4 2023
Completion	Q2 2024

Board Resolutions / Supplemental Information:
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:

Project's Effect on County Priorities and the Operating Budget:
County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking, walking, and using transit. This is especially important as this project is located in an area that includes relatively high percentage of 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:

- 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.

- 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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			800,000	1,700,000	11,100,000			13,600,000
Administrator Proposed		500,000	800,000	1,200,000	11,100,000			13,600,000
CBTF Recommended		500,000	800,000	1,200,000	11,100,000			13,600,000
Board Approved Final		500,000	800,000	1,200,000	11,100,000			13,600,000

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.

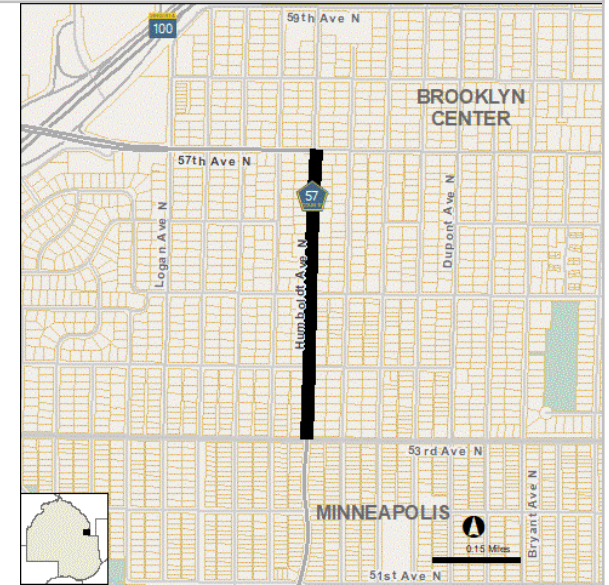
Purpose & Description:

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 since 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 minimize capital project costs and 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, Community 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular							700,000			700,000
Total							700,000			700,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction							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	2021 Budget	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

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:**
- Rescheduled construction activities from Program Year 2021 to Program Year 2024 as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 2092200 CSAH 81 - Reconstruct Bottineau Blvd fr CSAH 8 to TH 169
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2016
Funding Completion: 2021

Summary:

Expand Bottineau Boulevard (CSAH 81) from West Broadway Avenue (CSAH 8) to TH 169 in the City of Brooklyn Park.

Purpose & Description:

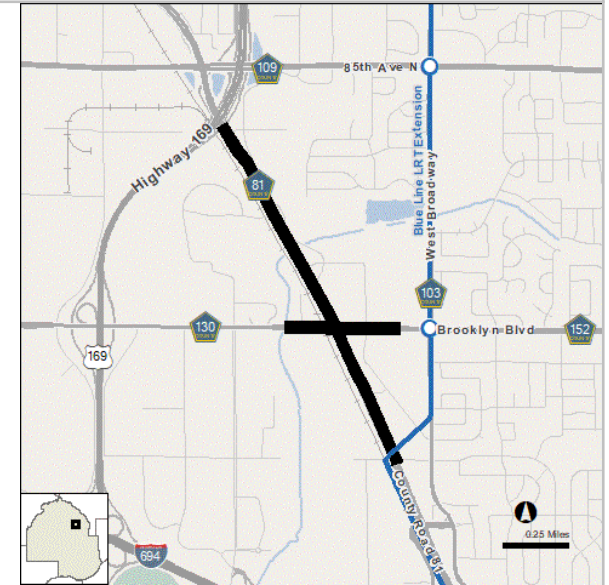
The existing roadway (last reconstructed in 1949) includes a rural environment that lacks curb and storm water structures to provide proper storm water management.

This Bottineau Boulevard (CSAH 81) corridor was previously under MnDOT jurisdiction (formerly TH 169) until it was transferred to Hennepin County in 1988. 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 expand and reconstruct Bottineau Boulevard (CSAH 81) to provide a consistent six-lane roadway that will include a suburban environment. Specific project elements include: curb and gutter to define the roadway, storm water structures to provide adequate drainage, and a multi-use trail to serve people walking and biking. The multi-use trail is part of the future Crystal Lake Regional Trail as identified by Three Rivers Park District. Specific safety elements include the modification of driveway access, upgrading of pedestrian crossings at major intersections, and updating of traffic signal features to provide more reliable travel times.

This project is section four (of five) as part of the Bottineau Boulevard Corridor Framework Plan that was developed in the early 2000s. These capital improvements will complement Metro Transit's potential Bottineau Light Rail Transit (BLRT) Project that operates adjacent to Bottineau Boulevard (CSAH 81) and includes a station nearby at the intersection of Brooklyn Boulevard (CSAH 152) and West Broadway Avenue (CSAH 103). The introduction of a multi-use trail along Bottineau Boulevard (CSAH 81) will improve first/last mile connections for people walking and biking to the nearby BLRT station(s).

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	210,000	210,000								210,000
Federal - Other - Roads	7,560,000	3,795,006	3,764,994							7,560,000
Mn/DOT State Aid - Regular	14,206,690	9,600,652	4,606,038	1,700,000						15,906,690
Brooklyn Park	4,738,000	2,130,447	2,607,553							4,738,000
Other - Roads	355,310		355,310							355,310
Total	27,070,000	15,736,105	11,333,895	1,700,000						28,770,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	3,000,000	1,843,428	1,156,572							3,000,000
Construction	19,000,000	14,696,976	4,303,024							19,000,000
Consulting	2,520,000	651,740	1,868,260	(1,500,000)						1,020,000
Other Costs		286,834	(286,834)							
Contingency	2,550,000		2,550,000	3,200,000						5,750,000
Total	27,070,000	17,478,978	9,591,022	1,700,000						28,770,000

Project Name: 2092200 CSAH 81 - Reconstruct Bottineau Blvd fr CSAH 8 to TH 169	Funding Start: 2016
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	27,070,000	1,700,000						28,770,000
Administrator Proposed	27,070,000	1,700,000						28,770,000
CBTF Recommended	27,070,000	1,700,000						28,770,000
Board Approved Final	27,070,000	1,700,000						28,770,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2002 - 2015
Design	Q2 2016 - Q1 2019
Bid Advertisement	Q2 2019
Construction	Q4 2019 - Q2 2021
Completion	Q4 2021

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 relatively high percentages of people of color, people with disabilities, 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 addition of approximately 3.08 miles to the county roadway system is estimated to cost \$53,400 annually. Additionally, maintenance responsibilities of the new multi-use trail facility is anticipated to be assigned to another agency as part of a cooperative agreement.

- Changes from Prior CIP:**
- Decreased Project Budget by \$0.5 million from \$29.3 million to \$28.8 million to retain State Aid Regular.
 - Decreased consulting activities by \$1.5 million from \$2.5 million to \$1.0 million as requested by Transportation Project Delivery.
 - Increased contingencies by \$1.0 million from \$4.8 million to \$5.8 million as requested by Transportation Project Delivery.

Board Resolutions / Supplemental Information:

BAR 18-0149 (adopted 04/24/2018) authorized:

- Neg of Agmt A188561 with Bolton & Menk, Inc. for traffic detail design and railroad coordination services at an amount NTE \$403,000 to be financed within the existing Project Budget for CP 2092200.

BAR 18-0460 (adopted 11/06/2018) authorized:

- Opposition for the installation of five noise walls (numbered 1, 3, 4, 6, and 7) along Bottineau Boulevard (CSAH 81) and Brooklyn Boulevard (CSAH's 130/152) as part of CP 2092200. The remaining four walls (numbered 2, 5, 8, and 9) did not meet the FHWA criteria and will not be considered for construction.

BAR 19-0118 (adopted on 03/26/2019) authorized:

- Neg of Agmt PW 52-04-18 with the City of Brooklyn Park to identify each agency's responsibilities as they relate to CP 20902200 at an estimated receivable of \$4,634,400 (\$4,070,145 in the Capital Budget and \$564,255 in the Operating Budget).
- Neg of Agmt PW 62-40-18 with MnDOT to identify each agency's responsibilities as they relate to CP 20902200 at no cost to either agency.
- Neg of Agmt PW 54-67-18 with the Metropolitan Council to identify each agency's responsibilities as they relate to CP 20902200 at an estimated receivable of \$62,265 (\$57,655 in the Capital Budget and \$4,610 in the Operating Budget).
- Amd to the Project Budget for CP 2092200; increasing revenue from the Three Rivers Park District by \$297,655 from \$0 to \$297,655, increasing revenue from the Metropolitan Council by \$57,655 from \$0 to \$57,655, increasing county Property Tax revenue by \$210,000 from \$0 to \$210,000, and decreasing State Aid Regular revenue by \$565,310 from \$6,153,000 to \$5,587,690. To accommodate the increase in county Property Tax revenue, \$210,000 is transferred from the Roadside Enhancement Partnership Program (CP 2999962) to CP 2092200. This results in no net change to the overall Project Budget for CP 2092200.

BAR 19-0382 (adopted on 10/08/2019) authorized:

- Neg of Agmt PW 63-84-18 with the Burlington Northern Santa Fe (BNSF) Railway Company to identify each agency's responsibilities as they relate to CP 2092200 at an estimated county cost of \$3,225,000 to be financed with State Aid Regular revenue within the existing Project Budget for CP 2092200.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	16,832,000	10,238,000	2,200,000					29,270,000
Administrator Proposed	16,832,000	10,238,000	2,200,000					29,270,000
CBTF Recommended	16,832,000	10,238,000	2,200,000					29,270,000
Board Approved Final	16,832,000	10,238,000	2,200,000					29,270,000

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:

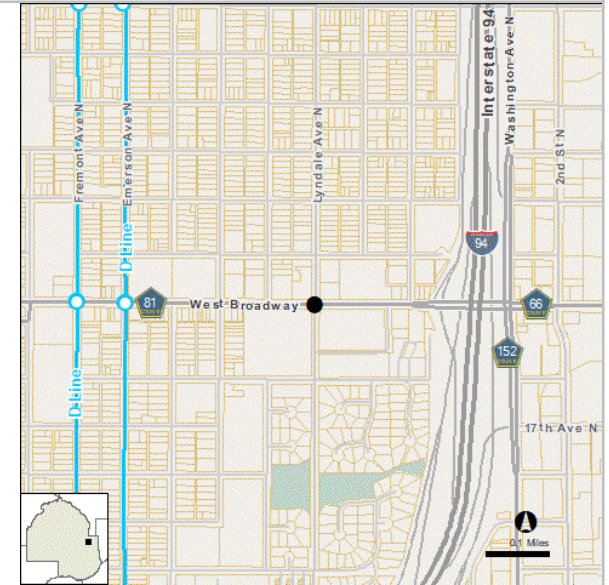
The existing intersection of West Broadway Avenue (CSAH 81) at Lyndale Avenue experiences a relatively high number of crashes compared to similar intersections throughout the county. The three most common crash types at this intersection are pedestrian, left-turn, and rear-end related.

The proposed project will improve safety and traffic operations (whenever feasible) by implementing: a new striping configuration on Lyndale Avenue to provide space for left-turning vehicles, upgrading of various traffic signal components to better facilitate left-turning movements, and constructing curb extensions to reduce the pedestrian crossing distance. The project will also include the replacement of the outdated traffic signal system and an upgrade of the ADA accommodations to ensure accessibility for people with limited mobility.

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.

This project will complement Metro Transit's proposed D Line Bus Rapid Transit (BRT) 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.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	50,000	50,000								50,000
Bonds - GO Roads				220,700						220,700
Federal - Other - Roads				636,300						636,300
Mn/DOT State Aid - Regular	450,000		450,000							450,000
Total	500,000	50,000	450,000	857,000						1,357,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	150,000	2,900	147,100							150,000
Construction				707,000						707,000
Consulting	250,000	111,737	138,263							250,000
Contingency	100,000		100,000	150,000						250,000
Total	500,000	114,637	385,363	857,000						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	2021 Budget	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

Scheduling Milestones (major phases only):
 This Project must be let by June 30, 2022 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2016 - 2018
Design	Q1 2019 - Q4 2021
Bid Advertisement	Q1 2022
Construction	Q2 2022 - Q3 2022
Completion	Q2 2023

Board Resolutions / Supplemental Information:
Project Budget Notes:
 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 provide accessibility, mobility, and safety improvements for people 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, people with disabilities, households with low incomes, and households with no vehicles.
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:

- Decreased Project Budget by \$0.1 million from \$1.4 million to \$1.3 million based on revised Engineer's Estimate to retain State Aid Regular.
- Substituted \$0.2 million in County Bonds for State Aid Regular and Property Tax.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	250,000	250,000	910,000					1,410,000
Administrator Proposed	250,000	250,000	910,000					1,410,000
CBTF Recommended	250,000	250,000	910,000					1,410,000
Board Approved Final	250,000	250,000	910,000					1,410,000

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: 2021

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, a full replacement is being recommended. 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). Additionally, 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.

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	2,000,000		2,000,000	9,200,000						11,200,000
Federal - Other - Roads	7,000,000		7,000,000							7,000,000
Mn/DOT State Aid - Regular	3,800,000	1,097,272	2,702,728	700,000						4,500,000
State - Other - Roads				1,000,000						1,000,000
Total	12,800,000	1,097,272	11,702,728	10,900,000						23,700,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	100,000	5,933	94,067							100,000
Construction	10,500,000		10,500,000	9,800,000						20,300,000
Consulting	1,700,000	1,633,748	66,252							1,700,000
Contingency	500,000		500,000	1,100,000						1,600,000
Total	12,800,000	1,639,682	11,160,318	10,900,000						23,700,000

Project Name: 2167600 CSAH 81 - Replace Bridges #27006, 27007 & 27008 at Lowry	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

This Project must be let by June 30, 2021 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2014 - 2017
Design	Q1 2018 - Q1 2020
Bid Advertisement	Q4 2020
Construction	Q2 2021 - Q3 2022
Completion	Q2 2023

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

County Priorities: This project will replace three bridges that are nearing the end of their useful life in an effort to ensure access and mobility for people biking, driving, and walking over Lowry Avenue N (CSAH 153). This is especially important as the project is located in an area that includes relatively high percentages of people of color, people with disabilities, households with low incomes, and households with no vehicles.

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. 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:

- Increased Project Budget by \$6.6 million from \$17.1 million to \$23.7 million to be financed by County Bonds and State Aid Regular.
- Increased construction activities by \$6.2 million from \$14.1 million to \$20.3 million based on revised Engineer's Estimate.
- Increased contingencies by \$0.4 million from \$1.2 million to \$1.6 million.

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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	1,435,000	9,000,000	6,650,000					17,085,000
Administrator Proposed	1,435,000	9,000,000	6,650,000					17,085,000
CBTF Recommended	1,435,000	9,000,000	6,650,000					17,085,000
Board Approved Final	1,435,000	9,000,000	6,650,000					17,085,000

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:

Introduce multi-use trail 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 multi-modal users, especially pedestrians, as people walking are required to travel adjacent to vehicle lanes since no sidewalks exist. Furthermore, this Mill Street (CSAH 82) is a preferred alignment for multimodal accommodations as there is an existing grade separated crossing at TH 7, thus eliminating potential conflicts with vehicles 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. This 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular	250,000		250,000		600,000	200,000	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		750,000	200,000	4,300,000			5,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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		750,000	200,000	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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2012 - 2021
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 and walking.

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:**
- Increased Project Budget by \$2.8 million from \$2.7 million to \$5.5 million to be financed by State Aid Regular, State Aid Municipal, City of Excelsior, City of Shorewood, and Carver County.
 - Increased construction activities by \$1.7 million from \$1.5 million to \$3.2 million based on revised Engineer's Estimate.
 - Increased consulting activities by \$0.6 million from \$0.2 million to \$0.8 million.
 - Increased contingency by \$0.5 million from \$0.5 million to \$1.0 million.
 - Rescheduled construction activities from Program Year 2022 to Program Year 2024 as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	250,000		400,000	1,500,000	500,000			2,650,000
Administrator Proposed	250,000		400,000	1,500,000	500,000			2,650,000
CBTF Recommended	250,000		400,000	1,500,000	500,000			2,650,000
Board Approved Final	250,000		400,000	1,500,000	500,000			2,650,000

Project Name: 2175900 CSAH 90 - Reconstruct CSAH 90 at TH 12
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2020

Summary:

Participate in MnDOT's project to reconstruct CSAH 90 at TH 12 in the City of Independence.

Purpose & Description:

The existing TH 12 corridor experiences a relatively high number 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.

The Highway Safety 12 Coalition was established in 2014 to identify critical locations for improvements and includes representatives from MnDOT, Hennepin County, along with eleven local 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 Safety 12 Coalition. The intersection of CSAH 90/TH 12 was recommended for improvements due to its poor design and mobility for users to access TH 12 from CSAH 90.

The proposed project will reconstruct the existing CSAH 90/TH 12 intersection to introduce a roundabout that will serve as the new intersection traffic control device. This design will provide traffic calming for the area as vehicles (especially users on TH 12) will be required to slow down in order to properly navigate the intersection. This proven safety countermeasure will not only reduce the opportunity for injury related crashes, but also improve traffic operations (since vehicles may enter the roundabout if there are no conflicts present).

Additionally, MnDOT is planning to complete a safety study along a five-mile segment of TH 12 that extends from Delano to Independence.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads				1,000,000						1,000,000
State General Obligation Bonds	1,000,000		1,000,000	(1,000,000)						0
Total	1,000,000		1,000,000	0						1,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	1,000,000		1,000,000							1,000,000
Total	1,000,000		1,000,000							1,000,000

Project Name: 2175900 CSAH 90 - Reconstruct CSAH 90 at TH 12	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2020
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2017
Design	Q1 2018 - Q4 2020
Bid Advertisement	Q1 2021
Construction	Q2 2021 - Q4 2021
Completion	Q2 2022

Board Resolutions / Supplemental Information:

Project Budget Notes:
Appropriated \$1,000,000 in County Bonds within this Project Budget (CP 2175900) that were previously programmed in the Cost Participation and Partnerships Transportation Supplemental Capital Activity (CP 2183500). These funds are intended to provide the Project Budget for CP 2175900 to be used towards drainage, multi-modal, and intersection control improvements along CSAH 90. Additionally, the 2021 spending goals will be reduced by \$1,000,000 across the following activities: Drainage (\$200,000), Multi-Modal (\$200,000), and Intersection Control (\$600,000) to reflect this appropriation.

In 2017, a State Bonding Bill (HF 1226C) was passed that provided \$11,300,000 in State Bonds to be used for the design, environmental analysis, right of way acquisition, and construction of improvements at the TH 12 intersections with CSAH 90 and CSAH 92. It should be noted that the county has elected to utilize local funds to finance the county's share in this project (CP 2175900) in an effort to preserve State Bonding for use at the CSAH 92/TH 12 intersection which includes a number of restrictions on funding.

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.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The addition of approximately 0.44 lane miles to the county roadway system is estimated to cost \$7,300 annually.

Changes from Prior CIP:

- Substituted \$1.0 million in County Bonds for \$1.0 million in State GO Bonds. These State GO Bonds have been programmed into CP 2161100 in an effort to address a deficit in the Project Budget.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 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. This causes vehicles who desire to continue north/south along CSAH 92 to divert along TH 12 for a short distance, resulting in an inconvenience for these users.

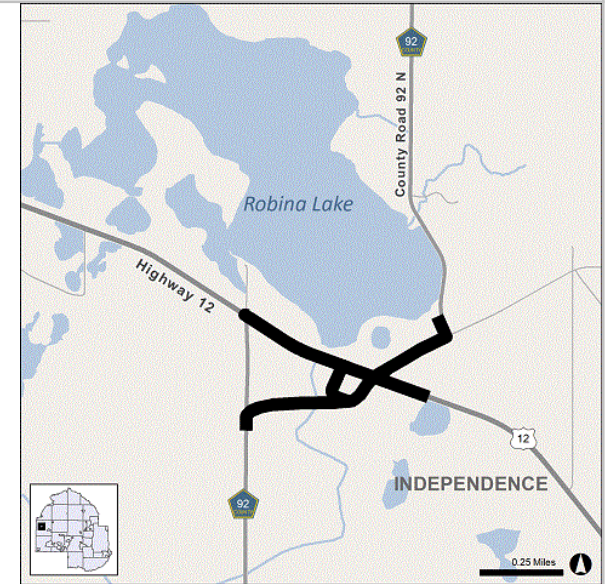
The Highway 12 Safety Coalition was established in 2014 to identify critical locations for improvements and includes representatives from MnDOT, Hennepin County, along with eleven local cities. A technical report (US 12 Roadway Safety Audit) was completed by MnDOT in 2015 to summarize findings from the 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-separation 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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads				6,280,000						6,280,000
Mn/DOT State Aid - Municipal				2,800,000						2,800,000
State General Obligation Bonds	4,000,000		4,000,000	7,300,000						11,300,000
State - Other - Roads				1,931,111						1,931,111
Total	4,000,000		4,000,000	18,311,111						22,311,111
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	2,000,000	96,500	1,903,500	2,000,000						4,000,000
Construction				13,811,111						13,811,111
Consulting	2,000,000	2,498,826	(498,826)	500,000						2,500,000
Contingency				2,000,000						2,000,000
Total	4,000,000	2,595,326	1,404,674	18,311,111						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	2021 Budget	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

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

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:

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.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The addition of approximately 2.48 lane miles to the county roadway system is estimated to cost \$42,900 annually. Additionally, maintenance responsibilities of the new bridge asset are anticipated to be assigned to another agency as part of a cooperative agreement.

- 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 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.

- Changes from Prior CIP:**
- Increased Project Budget by \$12.0 million from \$10.3 million to \$22.3 million based on revised Engineer's Estimate to be financed by Federal Aid, State Aid Municipal, State GO Bonds, and MnDOT.
 - Increased right of way activities by \$2.0 million from \$2.0 million to \$4.0 million.
 - Increased construction activities by \$7.5 million from \$6.3 million to \$13.8 million.
 - Increased consulting activities by \$0.5 million from \$2.0 million to \$2.5 million.
 - Increased contingency by \$2.0 million from \$0 to \$2.0 million.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	4,000,000		6,300,000					10,300,000
Administrator Proposed	4,000,000		6,300,000					10,300,000
CBTF Recommended	4,000,000		6,300,000					10,300,000
Board Approved Final	4,000,000		6,300,000					10,300,000

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 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 replacement. 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 provide 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, in terms of dedicated lanes, will be reviewed during the design process to determine their feasibility. 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 choices in transportation along the corridor.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads					1,000,000					1,000,000
Total					1,000,000					1,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	2021 Budget	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

Scheduling Milestones (major phases only):

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

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 provide accessibility, mobility, and safety improvements for people biking, driving, and walking.

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:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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.

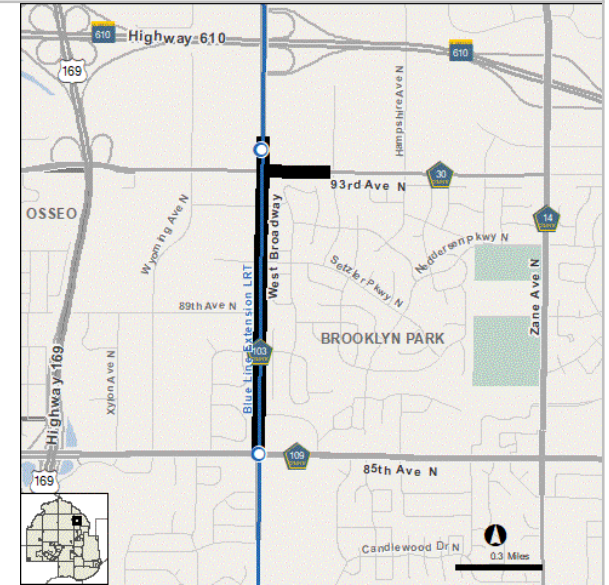
Purpose & Description:

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 Metro Transit's potential Bottineau Light Rail Transit (BLRT) Project that includes 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 BLRT 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	1,250,000		1,250,000							1,250,000
Mn/DOT State Aid - Regular	25,790,000		25,790,000							25,790,000
Brooklyn Park	9,300,000		9,300,000							9,300,000
Total	36,340,000		36,340,000							36,340,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	8,380,000	1,269,574	7,110,426							8,380,000
Construction	23,100,000	23,300	23,076,700							23,100,000
Consulting	3,560,000	1,271,237	2,288,763							3,560,000
Contingency	1,300,000		1,300,000							1,300,000
Total	36,340,000	2,564,111	33,775,889							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	2021 Budget	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

Scheduling Milestones (major phases only):

This Project must be let by June 30, 2022 to avoid jeopardizing federal funds.

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)- 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 provide accessibility, mobility, and safety improvements for people biking, driving, and walking. This is especially important as the project is located in an area that includes a relatively high percentage of people of color.

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 \$47,100 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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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:

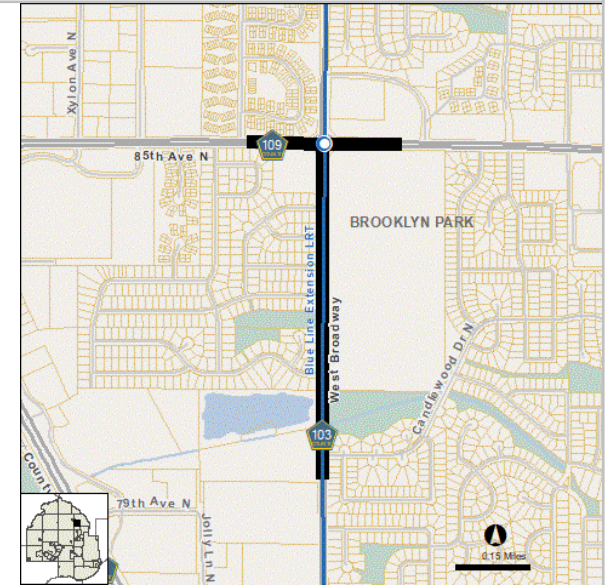
Reconstruct West Broadway Avenue (CSAH 103) from Candlewood Drive to 85th Avenue (CSAH 109) in the City of Brooklyn Park.

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 that 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 Metro Transit's potential Bottineau Light Rail Transit (BLRT) Project that includes a station along West Broadway Avenue (CSAH 103) at 85th Avenue (CSAH 109). At this time, it is anticipated that the BLRT 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular	16,394,000		16,394,000							16,394,000
Brooklyn Park	5,076,000		5,076,000							5,076,000
Total	21,470,000		21,470,000							21,470,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	2021 Budget	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

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 provide accessibility, mobility, and safety 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 people with disabilities.

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 \$6,600 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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	19,270,000	2,200,000						21,470,000
Administrator Proposed	19,270,000	2,200,000						21,470,000
CBTF Recommended	19,270,000	2,200,000						21,470,000
Board Approved Final	19,270,000	2,200,000						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.

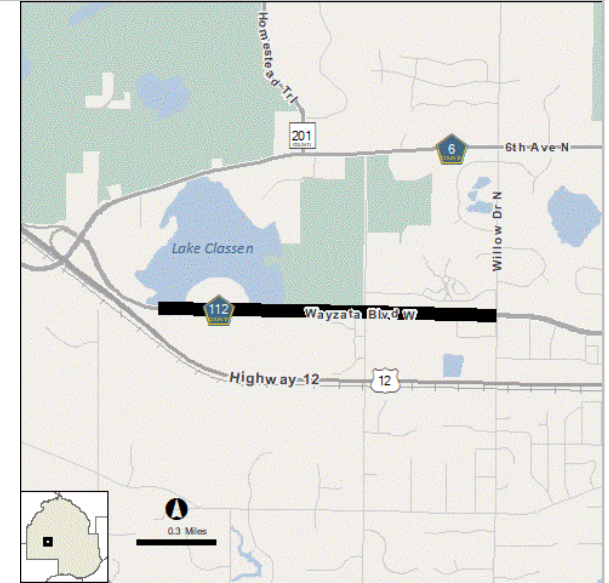
Purpose & Description:

The existing roadway (last reconstructed in the 1930s) includes a rural environment that lacks curb and storm water structures that are necessary for providing adequate drainage. 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 multi-modal 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 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular	532,000		532,000			1,568,000				2,100,000
Mn/DOT State Aid - Municipal						30,000				30,000
Mn/DOT Turnback Funds	1,710,000	349,327	1,360,673			10,170,000				11,880,000
Orono	62,000		62,000			580,000				642,000
Other - Roads						100,000				100,000
Total	2,304,000	349,327	1,954,673			12,448,000				14,752,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	500,000		500,000							500,000
Construction						10,200,000				10,200,000
Consulting	1,804,000	408,306	1,395,694							1,804,000
Contingency						2,248,000				2,248,000
Total	2,304,000	408,306	1,895,694			12,448,000				14,752,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2009 - 2019
Design	Q1 2020 - Q3 2022
Bid Advertisement	Q4 2022
Construction	Q2 2023 - Q4 2024
Completion	Q2 2025

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).

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.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The addition of approximately 0.07 lane miles to the county roadway system is estimated to cost \$1,200 annually. Additionally, maintenance responsibilities of the new multi-use trail and sidewalk facilities are anticipated to be assigned to other agencies as part of a cooperative agreement.

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.

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	2020	2021	2022	2023	2024	Beyond 2024	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: 2181800 CSAH 146 - Replace Bridge #90623 over Luce Line Trail
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2025

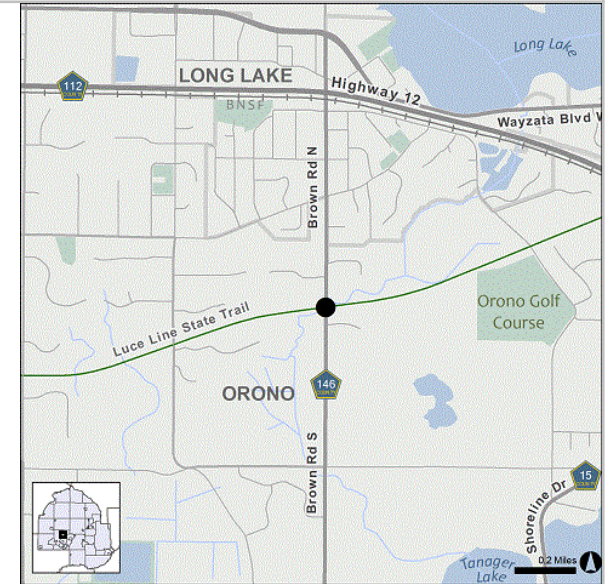
Summary:

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. A full replacement is being recommended as the structure is nearing the end of its useful life 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. This project will ensure that a grade separated crossing of the Luce Line Regional Trail is retained to avoid conflicts people biking and walking along the trail. Additionally, the existing railing and guardrail will be upgraded to meet current standards to ensure user safety. Furthermore, this project will will remove weight restrictions along a collector route through the Lake Minnetonka Area.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular							50,000	205,000	6,595,000	6,850,000
Total							50,000	205,000	6,595,000	6,850,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way								80,000	120,000	200,000
Construction									5,000,000	5,000,000
Consulting							50,000	100,000	600,000	750,000
Contingency								25,000	875,000	900,000
Total							50,000	205,000	6,595,000	6,850,000

Project Name: 2181800 CSAH 146 - Replace Bridge #90623 over Luce Line Trail	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

<u>Activity</u>	<u>Anticipated Timeframe</u>
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 replace 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 the Long Lake Creek and the Luce Line Regional Trail.

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

Changes from Prior CIP:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2111000 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.

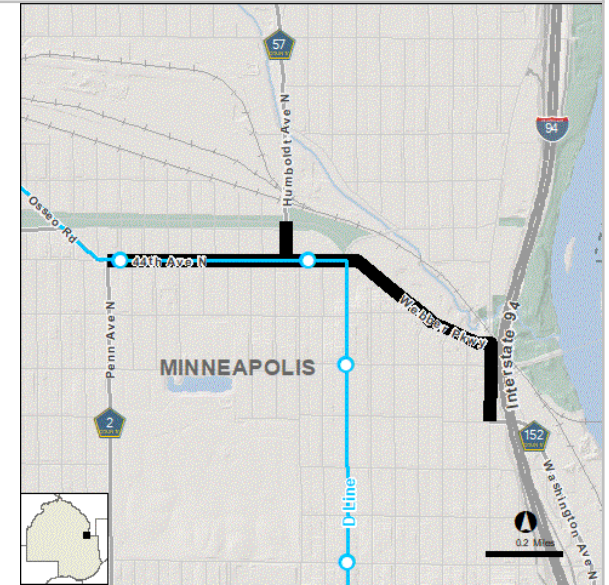
Purpose & Description:

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. Additionally, the existing sidewalk in many areas has deteriorated and requires replacement.

The proposed project will replace the existing pavement, traffic signals, curb, sidewalks, and storm water structures. 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 as requested by Transportation Operations. It is anticipated that this project will introduce bikeway accommodations 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 roadway environment along the Lyndale Avenue 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 Bus Rapid Transit (BRT) 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 these nearby BRT stations.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads	7,000,000		7,000,000							7,000,000
Mn/DOT State Aid - Regular	2,074,175		2,074,175	5,000,000						7,074,175
Minneapolis	2,368,000		2,368,000	750,000						3,118,000
Other - Roads	315,825		315,825							315,825
Total	11,758,000		11,758,000	5,750,000						17,508,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	684,175	937,390	(253,215)							684,175
Construction	9,183,825	11,869,826	(2,686,001)	5,000,000						14,183,825
Consulting	550,000	724,730	(174,730)							550,000
Other Costs		1,500	(1,500)							
Contingency	1,340,000		1,340,000	750,000						2,090,000
Total	11,758,000	13,533,445	(1,775,445)	5,750,000						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	2021 Budget	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

Scheduling Milestones (major phases only):
This Project must be let by June 30, 2020 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2016 - 2017
Design	Q1 2018 - Q1 2020
Bid Advertisement	Q4 2020
Construction	Q2 2021 - Q4 2022
Completion	Q4 2022

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 19-0062 (adopted 02/21/2019) authorized:

- Staff to submit a funding application for MnDOT's Local Road Improvement Program for the Webber/44 Reconstruction Project (CP 2111000).

BAR 20-0146 (adopted 04/21/2020) authorized:

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, 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 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 0.54 lane miles from the county roadway system and the removal of one existing traffic signal system is estimated to retain \$16,500 annually. Additionally, maintenance responsibilities of the new multi-use trail facility are anticipated to be assigned to other agencies as part of cooperative agreements.

- 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.

Changes from Prior CIP:

- Decreased Project Budget by \$2.3 million from \$19.8 million to \$17.5 million based on revised Engineer's Estimate to retain State Aid Regular and reduce participation from the City of Minneapolis.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	1,550,000	8,868,000	8,000,000	1,340,000				19,758,000
Administrator Proposed	1,550,000	10,208,000	8,000,000					19,758,000
CBTF Recommended	1,550,000	10,208,000	8,000,000					19,758,000
Board Approved Final	1,550,000	10,208,000	8,000,000					19,758,000

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:

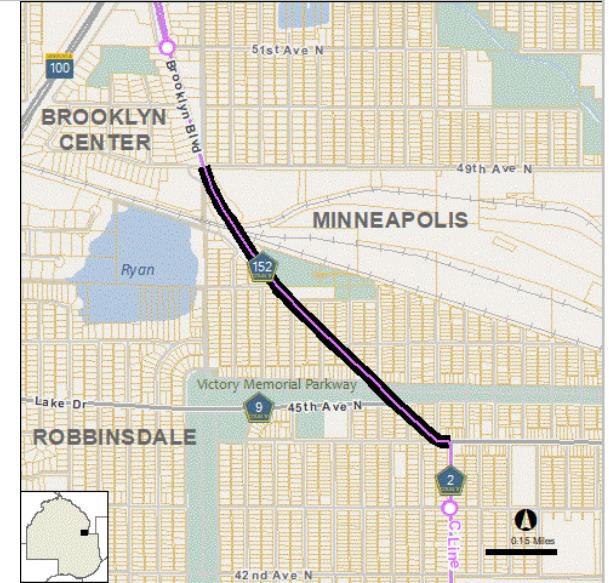
The existing roadway (last reconstructed in the 1950s and 1960s) has reached the end of its useful life and warrants replacement. Routine maintenance activities (such as overlays and crackseals) are no longer cost effective in extending the useful life. The existing pavement extends over the gutter pan, 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 vehicles depart from the roadway.

The proposed project will replace the existing pavement, traffic signals, curb, sidewalks, bicycle accommodations, and storm water structures. Further investigation will be made during design to evaluate potential improvements at the 45th Avenue (CSAH 9) and Victory Memorial Parkway intersections to improve mobility for all users. Additionally, it is anticipated that various streetscaping elements (such as boulevards, trees, and lighting) will be introduced to provide a comfortable pedestrian realm. This section of Osseo Road (CSAH 152) is the last remaining segment between I-694 and I-94 to be programmed for improvements.

This project will complement Metro Transit's C Line Project by improving first/last mile connections to nearby Bus Rapid Transit (BRT) stations as the C Line currently provides service to customers along this section of Osseo Road (CSAH 152).

It is anticipated that this project will be coordinated with the county's Osseo Road Bridge Rehabilitation Project (Capital Project 2176500) that is located within the project limits.

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	200,000		200,000	550,000	1,400,000	500,000				2,650,000
Federal - Other - Roads					2,000,000					2,000,000
Mn/DOT State Aid - Regular	600,000		600,000	600,000	4,400,000	1,100,000				6,700,000
Minneapolis	200,000		200,000	500,000	1,200,000	400,000				2,300,000
Total	1,000,000		1,000,000	1,650,000	9,000,000	2,000,000				13,650,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	600,000		600,000	1,500,000						2,100,000
Construction					7,000,000	1,500,000				8,500,000
Consulting	400,000	423,150	(23,150)	100,000	1,000,000					1,500,000
Contingency				50,000	1,000,000	500,000				1,550,000
Total	1,000,000	423,150	576,850	1,650,000	9,000,000	2,000,000				13,650,000

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	2021 Budget	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

Scheduling Milestones (major phases only):
This Project must be let by June 30, 2022 to avoid jeopardizing federal funds.

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

Board Resolutions / Supplemental Information:
Project Budget Notes:
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).
BAR 19-0354 (adopted 9/24/2019) 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.

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, walking, and using transit. This is especially important as the project is located in an area that includes a relatively high percentages of people of color, people with disabilities, 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 0.97 lane miles from the county roadway system is estimated to retain \$16,800 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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	200,000	800,000	1,650,000	9,000,000	2,000,000			13,650,000
Administrator Proposed	200,000	800,000	1,650,000	9,000,000	2,000,000			13,650,000
CBTF Recommended	200,000	800,000	1,650,000	9,000,000	2,000,000			13,650,000
Board Approved Final	200,000	800,000	1,650,000	9,000,000	2,000,000			13,650,000

Project Name: 2090600 CSAH 152 - Participate in Brooklyn Blvd reconst Bass Lk to I-694
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2021
Funding Completion: 2021

Summary:

Participate in the City of Brooklyn Center's project to reconstruct Brooklyn Boulevard (CSAH 152) from Bass Lake Road (CSAH 10) to I-694 in the City of Brooklyn Center.

Purpose & Description:

The existing roadway (last reconstructed in 1984) includes a suburban environment with curb and storm water structures. This section of Brooklyn Boulevard (CSAH 152) corridor was previously under MnDOT jurisdiction (TH 152) until the 1980s, therefore, it lacks typical county roadway features (such as multi-use trails, streetscaping, and placemaking) that promote a pleasurable user experience.

In 2013, the City of Brooklyn Center completed a feasibility study along Brooklyn Boulevard (CSAH 152) from 49th Avenue to I-694. The purpose of the study was to evaluate potential improvements for the corridor, ranging in scope and cost, to guide future decision-making. This project implements Phase 2 (of 2) of the Brooklyn Boulevard (CSAH 152) Reconstruction Project and is directly related to Capital Project 2151900, which provided county cost participation in its 2016 and 2018 Capital Budgets to the City of Brooklyn Center.

The proposed project will replace the existing pavement, traffic signals, curb, and storm water structures. It is likely that the existing sidewalk accommodations will be upgraded to multi-use trails to better serve the biking and walking activity generated in the area. Staff anticipates that the new roadway configuration will include a 4-lane divided environment. This design will not only manage access but will also improve safety and mobility for users along the corridor. Additionally, this project presents an opportunity to revise the 63rd Avenue intersection by providing additional vehicle storage in an effort to reduce delays to users.

This project will complement the recent development located at 61st Avenue, The Sanctuary at Brooklyn Center, by improving accessibility, mobility, and safety along the corridor.

Federal funding was awarded to the City of Brooklyn Center for this project in 2016 through the Regional Solicitation.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads				1,100,000						1,100,000
Mn/DOT State Aid - Regular				3,400,000						3,400,000
Total				4,500,000						4,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				4,500,000						4,500,000
Total				4,500,000						4,500,000

Project Name: 2090600 CSAH 152 - Participate in Brooklyn Blvd reconst Bass Lk to I-694	Funding Start: 2021
Major Program: Public Works	Funding Completion: 2021
Department: Transportation Roads & Bridges	

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

Scheduling Milestones (major phases only):
This Project must be let by June 30, 2021 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2012 - 2018
Design	Q4 2019 - Q1 2021
Bid Advertisement	Q2 2021
Construction	Q2 2021 - Q2 2022
Completion	Q4 2022

Board Resolutions / Supplemental Information:

Project Budget Notes:
Appropriated \$200,000 in County Bonds within this Project Budget (CP 2090600) that were 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 CP 2090600 to be used towards multi-modal improvements along Brooklyn Boulevard (CSAH 152). Additionally, the 2021 spending goal for Multi-Modal in CP 2183500 will be reduced by \$200,000 to reflect this appropriation.

BAR 20-0386 (adopted 10/21/2020) authorized:

- Opposition for the installation of Noise Wall #12 located on the west side of Brooklyn Boulevard (CSAH 152) between Admiral Lane and Bass Lake Road (CSAH 10) as part of CP 2090600.

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, 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 people with disabilities.

Operating Budget: Staff anticipates that this project will have minor impacts to the annual operating costs for the Transportation Department. The removal of approximately 0.65 lane miles from the county roadway system is estimated to retain \$11,200 annually. Additionally, 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:

- Substituted \$1.1 million in County Bonds for \$1.1 million in State Aid Regular.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			4,500,000					4,500,000
Administrator Proposed			4,500,000					4,500,000
CBTF Recommended			4,500,000					4,500,000
Board Approved Final			4,500,000					4,500,000

Project Name: 2176500 CSAH 152 - Rehabilitate Osseo Rd Bridge #27152 over CP Rail
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2022

Summary:

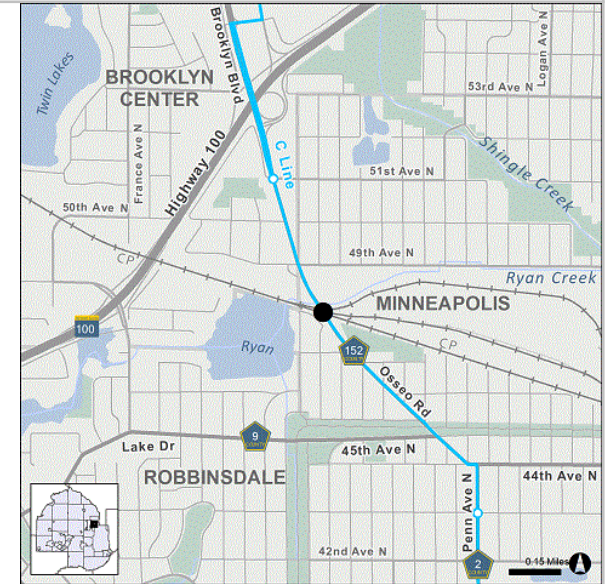
Rehabilitate Bridge #27152 along Osseo Road (CSAH 152) over the Canadian Pacific (CP) Railroad in Minneapolis.

Purpose & Description:

The existing bridge (built in 1972) consists of a pre-stressed concrete beam that spans over the CP Railroad. The structure is generally in good condition with all major structural components rated fair to good. However, the bridge expansion joints are of specific concern as they are showing signs of leaking; resulting in failure of the slope paving located near the south abutment. If left unrepaired, the foundations could soon be compromised, resulting in the bridge no longer be suitable for people travelling through the area. In addition, the bridge deck is showing evidence of cracking and spalling, with some rebar being exposed.

The proposed project will rehabilitate the bridge to extend the service life by approximately 20 years, thereby, reducing the potential for more substantial capital improvements in the near term. The existing cross section includes a three-lane configuration, however, the shared left-turn lane is not needed as there are no access points near the bridge. Therefore, the project team will utilize the public engagement process to determine if any adjustments to this configuration are necessary to improve the mobility, safety, and comfort for people biking, driving, and walking across the bridge.

It is anticipated that this project will be coordinated with the county's Osseo Road Reconstruction Project (Capital Project 2174100) that is located within the project limits.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular	100,000		100,000		2,200,000					2,300,000
Total	100,000		100,000		2,200,000					2,300,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	50,000		50,000							50,000
Construction					1,800,000					1,800,000
Consulting	50,000		50,000							50,000
Contingency					400,000					400,000
Total	100,000		100,000		2,200,000					2,300,000

Project Name: 2176500 CSAH 152 - Rehabilitate Osseo Rd Bridge #27152 over CP Rail	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2022
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	100,000		2,200,000					2,300,000
Administrator Proposed	100,000		2,200,000					2,300,000
CBTF Recommended	100,000		2,200,000					2,300,000
Board Approved Final	100,000		2,200,000					2,300,000

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2020
Design	Q1 2021 - Q4 2021
Bid Advertisement	Q1 2022
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 rehabilitate a bridge that is showing signs of advanced deterioration in an effort to ensure access and mobility for people biking, driving, walking, and using transit over the Canadian Pacific (CP) Railroad. This is especially important as the project is located in an area that includes relatively high percentages of people of color, people with disabilities, and households with no vehicles.

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

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	100,000			2,200,000				2,300,000
Administrator Proposed	100,000			2,200,000				2,300,000
CBTF Recommended	100,000			2,200,000				2,300,000
Board Approved Final	100,000			2,200,000				2,300,000

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:

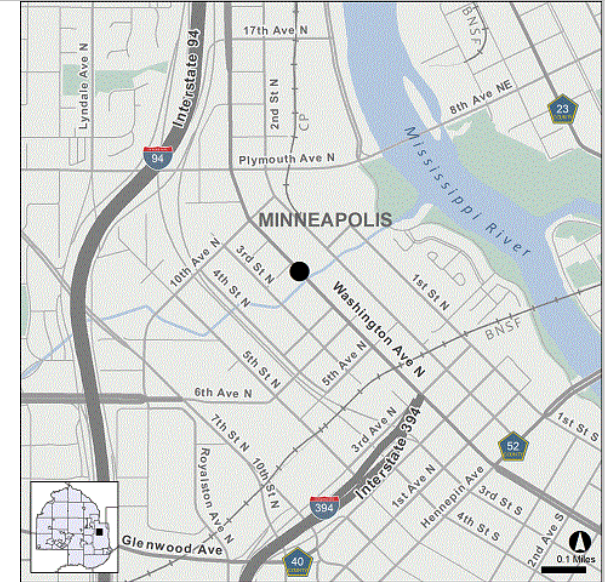
Replace Bridge #91333 along Washington Avenue N (CSAH 152) over Bassett Creek in the City of Minneapolis.

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. However, county staff will investigate 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 biking, driving, and walking along the corridor.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Mn/DOT State Aid - Regular				50,000	240,000	360,000	3,900,000			4,550,000
Total				50,000	240,000	360,000	3,900,000			4,550,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way					40,000	60,000				100,000
Construction							3,100,000			3,100,000
Consulting				50,000	200,000	200,000	300,000			750,000
Contingency						100,000	500,000			600,000
Total				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	2021 Budget	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

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 preserve a culvert that is nearing the end of its useful life in an effort to ensure access and mobility for people biking, driving, walking, and using transit across the Bassett Creek.

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:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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 extends over the gutter pan, reducing the safety and drainage benefits provided by the curb. Furthermore, the sidewalk is located 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.

Community 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 bring about 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.

Community 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	430,000		430,000		600,000	200,000	800,000			2,030,000
Federal - Other - Roads						7,000,000				7,000,000
Mn/DOT State Aid - Regular	200,000		200,000	600,000	600,000	2,600,000	3,200,000			7,200,000
Minneapolis				200,000	600,000	400,000	1,000,000			2,200,000
Total	630,000		630,000	800,000	1,800,000	10,200,000	5,000,000			18,430,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				400,000	800,000					1,200,000
Construction						8,000,000	4,000,000			12,000,000
Consulting	200,000	17,903	182,097	400,000		1,200,000				1,800,000
Contingency	430,000		430,000		1,000,000	1,000,000	1,000,000			3,430,000
Total	630,000	17,903	612,097	800,000	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	2021 Budget	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

Scheduling Milestones (major phases only):
This Project must be let by June 30, 2023 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2014 - 2019
Design	Q1 2020 - Q4 2022
Bid Advertisement	Q1 2023
Construction	Q2 2023 - Q4 2024
Completion	Q2 2025

Board Resolutions / Supplemental Information:
Project Budget Notes:
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 provide accessibility, mobility, and safety 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, people with disabilities, households with low incomes, 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:**
- Decreased Project Budget by \$0.6 million from \$19.0 million to \$18.4 million based on revised Engineer's Estimate.
 - Decreased Right of Way activities by \$0.6 million from \$1.8 million to \$1.2 million as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		630,000	1,000,000	2,200,000	10,200,000	5,000,000		19,030,000
Administrator Proposed		630,000	1,000,000	2,200,000	10,200,000	5,000,000		19,030,000
CBTF Recommended		630,000	1,000,000	2,200,000	10,200,000	5,000,000		19,030,000
Board Approved Final		630,000	1,000,000	2,200,000	10,200,000	5,000,000		19,030,000

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:

Bikeway 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. Segments to both the west and east include dedicated accommodations for people biking that were introduced as part of recent capital projects. This two block segment (which includes MnDOT's Bridge over I-94) exists as a gap in the bikeway network, and is recognized as such in the 2040 Hennepin County Bicycle Transportation Plan. The surrounding topography includes relatively steep grades along Lowry Avenue N (CSAH 153), therefore, it is desired to provide separation among transportation modes as they are likely travelling at vastly different speeds.

Community 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.

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), especially 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	500,000	500,000								500,000
Total	500,000	500,000								500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2019
Design	Q1 2020 - TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

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.

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

County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking. This is especially important as the project is located in an area that includes relatively high percentages of people of color, people with disabilities, households with low incomes, 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.

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.

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	2020	2021	2022	2023	2024	Beyond 2024	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: Beyond 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. This treatment is undesirable as it causes premature surface cracking in the pavement surface at pre-existing joints that creates an unpleasurable experience for people driving. Also, the sidewalk facilities are located 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 is not adequate as it only provides enough space underneath for one vehicle lane in each direction, causing an undesirable convergence of vehicle lanes.

Community 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 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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads						50,000	200,000	1,600,000	800,000	2,650,000
Mn/DOT State Aid - Regular					300,000	1,000,000	1,200,000	7,400,000	1,600,000	11,500,000
Minneapolis						300,000	750,000	2,000,000	600,000	3,650,000
Total					300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way						600,000	1,400,000			2,000,000
Construction								8,000,000	2,000,000	10,000,000
Consulting					300,000	700,000	500,000	1,000,000		2,500,000
Contingency						50,000	250,000	2,000,000	1,000,000	3,300,000
Total					300,000	1,350,000	2,150,000	11,000,000	3,000,000	17,800,000

Project Name: 2140800 CSAH 153 - Reconst Lowry Ave fr Marshall St to Washington	Funding Start: 2022
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

<u>Activity</u>	<u>Anticipated Timeframe</u>
Planning	2014 - TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project Budget Notes:
 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 provide accessibility, mobility, and safety 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, people with disabilities, households with low incomes, 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:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2176600 CSAH 158 - Replace Bridge #4510 over CP Rail
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2020
Funding Completion: 2023

Summary:

Replace Bridge #4510 along Vernon Avenue (CSAH 158) over the Canadian Pacific (CP) Railroad in the City of Edina.

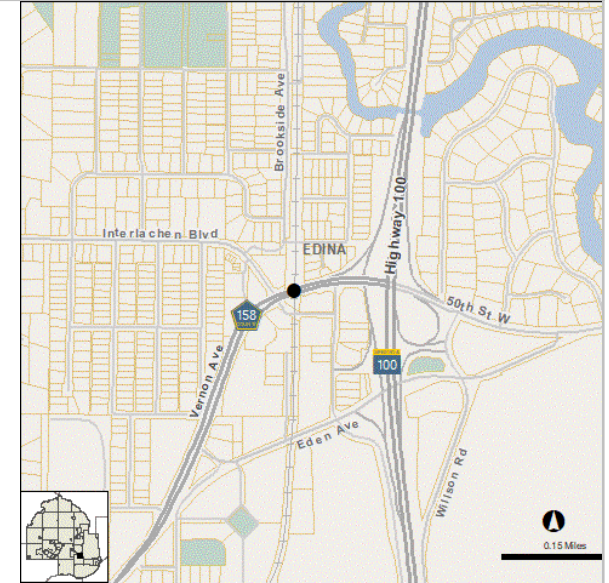
Purpose & Description:

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 implement 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 Interlachen Boulevard intersection, given its close proximity to the bridge, and implement the following (as determined feasible): turn lanes, ADA upgrades, and boulevard space. 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads						2,000,000				2,000,000
Federal - Other - Roads						7,000,000				7,000,000
Mn/DOT State Aid - Regular	1,000,000		1,000,000	1,500,000	1,300,000	4,000,000				7,800,000
Total	1,000,000		1,000,000	1,500,000	1,300,000	13,000,000				16,800,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	200,000		200,000	600,000	1,200,000					2,000,000
Construction						10,000,000				10,000,000
Consulting	700,000	600,000	100,000	600,000		1,000,000				2,300,000
Contingency	100,000		100,000	300,000	100,000	2,000,000				2,500,000
Total	1,000,000	600,000	400,000	1,500,000	1,300,000	13,000,000				16,800,000

Project Name: 2176600 CSAH 158 - Replace Bridge #4510 over CP Rail	Funding Start: 2020
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):
This Project must be let by June 30, 2023 to avoid jeopardizing federal funds.

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:
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

Project's Effect on County Priorities and the Operating Budget:
County Priorities: This project will replace a bridge that is nearing the end of its useful life in an effort to ensure access and mobility for people biking, driving, walking, and using transit over the Canadian Pacific (CP) Railroad.
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:

- Decreased Project Budget by \$0.1 million from \$16.9 million to \$16.8 million based on a revised Engineer's Estimate.
- Decreased consulting activities by \$0.2 million from \$2.5 million to \$2.3 million as requested by Transportation Project Delivery.
- Increased contingencies by \$0.1 million from \$2.4 million to \$2.5 million as requested by Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		200,000	1,600,000	2,100,000	13,000,000			16,900,000
Administrator Proposed		1,000,000	1,600,000	1,300,000	13,000,000			16,900,000
CBTF Recommended		1,000,000	1,600,000	1,300,000	13,000,000			16,900,000
Board Approved Final		1,000,000	1,600,000	1,300,000	13,000,000			16,900,000

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 road system and improve operations and customer service while strategically increasing the reach of the county's fiber optic network.

Purpose & Description:

A total of 971 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 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 (these traffic signals are located outside of Minneapolis). To date, connections to 243 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 as residents travel along the county's vast roadway network.

ATMS will ensure reliable communications, with secured network access, to traffic signal infrastructure. 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 transportation mobility along the county's system.

The fiber optic routing to provide ATMS is heavily 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	13,992,000	11,219,653	2,772,347		3,500,000	2,500,000				19,992,000
Federal - Other - Roads	3,258,000	712,538	2,545,462							3,258,000
Total	17,250,000	11,932,192	5,317,808		3,500,000	2,500,000				23,250,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way		(3,488)	3,488							
Construction	12,390,000	15,318,924	(2,928,924)		2,660,000	2,150,000				17,200,000
Consulting	925,000	3,488	921,512		100,000	100,000				1,125,000
Other Costs	3,935,000	647,326	3,287,674		740,000	250,000				4,925,000
Total	17,250,000	15,966,250	1,283,750		3,500,000	2,500,000				23,250,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015 - 2016
Design	On-Going
Bid Advertisement	On-Going
Construction	On-Going
Completion	2023

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

County Priorities: This project will provide mobility and safety improvements for people driving; supporting the county's Cool County initiative to reduce emissions.

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.

Changes from Prior CIP:

- Shifted \$3.5 million in County Bonds from Program Year 2021 to Program Year 2022.
- Shifted \$2.5 million in County Bonds from Program Year 2022 to Program Year 2023.

Board Resolutions / Supplemental Information:

Project Budget Notes:

This project involves a partnership between IT Community Connectivity (CC) Project #1002166 and the Advanced Traffic Management System (ATMS) Project #2164400. The focus of CC is to create high-speed redundant broadband connections to county facilities. The focus of ATMS is to provide strategic updates to the county's traffic signal communications infrastructure. It is common practice for CC to prioritize county roads as the path for fiber between buildings. In these instances, fiber strands are reserved for ATMS on these routes. However, there are many county road corridors with county traffic signals that would not serve as an efficient path between facilities. While the two projects have separate goals, the fiber optic components are being closely coordinated. Other expenditures represent equipment purchases (i.e. traffic signal controller cabinet updates), traffic management cameras (pan/tilt/zoom), and wireless communication equipment.

- 2017 priorities: local match for HSIP project along CSAH's 17, 61, 81, 130, and 152
- 2018 priorities: fiber optic communications, PTZ cameras, wireless modems, network equipment, and training
- 2019 priorities: fiber optic communications, PTZ cameras, wireless modems, and network equipment
- 2020 priorities: local match for Regional Solicitation project along CSAH's 1,3, 5, & 9; fiber optic communications, network equipment, and wireless modems
- 2021 priorities: no funding requested for Program Year 2021
- 2022 priorities: fiber optic communications, network equipment, and wireless modems
- 2023 priorities: fiber optic communications, network equipment, and wireless modems

BAR 17-0481 (adopted 11/28/2017) authorized:

- 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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	12,164,000	5,086,000	3,500,000	2,500,000				23,250,000
Administrator Proposed	12,164,000	5,086,000	3,500,000	2,500,000				23,250,000
CBTF Recommended	12,164,000	5,086,000	3,500,000	2,500,000				23,250,000
Board Approved Final	12,164,000	5,086,000	3,500,000	2,500,000				23,250,000

Project Name: 2166100 Pedestrian Crossing Improvements at various locations
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2020

Summary:

Safety improvements at four pedestrian crossing locations in the Cities of Bloomington, Eden Prairie, and Minneapolis.

Purpose & Description:

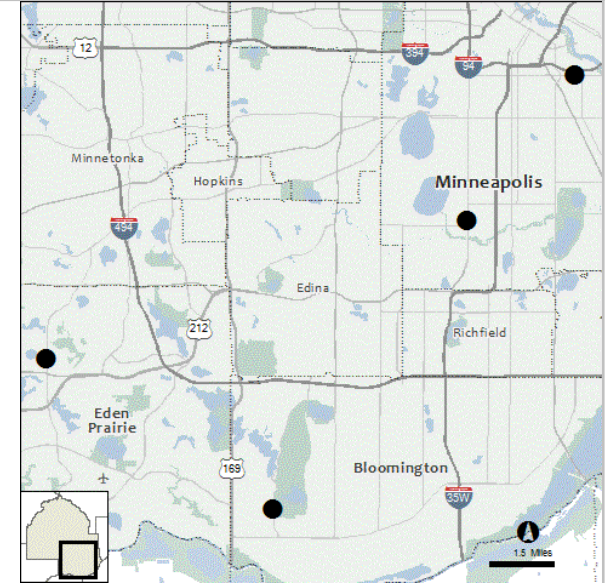
At times, county roadways can feel like barriers for people walking; especially at locations where relatively poor vehicle yielding rates are experienced. Current research suggests that vehicle yielding rates are directly related to the characteristics of the roadway; specifically, the roadway width, number of lanes, vehicle speeds, and traffic volumes. Therefore, county staff applies a data-driven approach in managing the county's 200 marked pedestrian crossings at uncontrolled intersections along county roadways.

The county's Safety and Operations Committee (SOC) is responsible for suggesting the appropriate strategy(ies) at locations identified as candidates for pedestrian crossing enhancements. In 2016, SOC identified the following four existing pedestrian crossings that would benefit from similar proven safety countermeasures that could be delivered as part of one project.

- Eden Prairie Road (CSAH 4) at Westgate Trail in Eden Prairie
- Franklin Avenue (CSAH 5) at 24th Avenue in Minneapolis
- Lyndale Avenue (CSAH 22) at 49th Street in Minneapolis
- East Bush Lake Road (CSAH 28) at 102nd Street in Bloomington

The proposed project will upgrade ADA accommodations, implement traffic calming measures, and revise roadway configurations at these four locations. Traffic calming strategies will likely include curb extensions, raised concrete medians, and pedestrian crossing beacons as determined to be feasible. Specific treatments at each location will be determined during the design phase as information and data is collected and reviewed.

Federal funding was awarded for this project in 2016 through the Highway Safety Improvement Program (HSIP). This project will proactively make improvements at pedestrian crossings to enhance the safety and comfort of people walking in an effort to encourage active living.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads	477,000		477,000							477,000
Mn/DOT State Aid - Regular	395,000		395,000							395,000
Total	872,000		872,000							872,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	25,000		25,000							25,000
Construction	597,000		597,000							597,000
Consulting	100,000	72,502	27,498							100,000
Contingency	150,000		150,000							150,000
Total	872,000	72,502	799,498							872,000

Project Name: 2166100 Pedestrian Crossing Improvements at various locations	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2020
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	872,000							872,000
Administrator Proposed	872,000							872,000
CBTF Recommended	872,000							872,000
Board Approved Final	872,000							872,000

Scheduling Milestones (major phases only):
 This Project must be let by June 30, 2020 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2016 - 2018
Design	Q1 2019 - Q4 2019
Bid Advertisement	Q1 2021
Construction	Q2 2021 - Q3 2021
Completion	Q4 2021

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 walking. This is especially important as the Franklin Avenue (CSAH 5) at 24th Avenue intersection is located in an area that includes relatively high percentages of people of color, people with disabilities, households with low incomes, and households with no vehicles.

Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of new crossing improvements (such as raised medians, pavement markings, and curb extensions) 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	125,000	747,000						872,000
Administrator Proposed	125,000	747,000						872,000
CBTF Recommended	125,000	747,000						872,000
Board Approved Final	125,000	747,000						872,000

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 various locations along the proposed D Line Bus Rapid Transit (BRT) route in the City of Minneapolis.

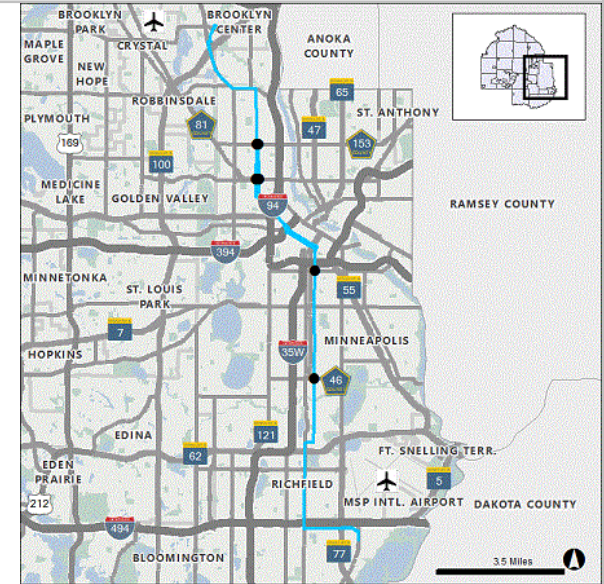
Purpose & Description:

Metro Transit is planning to introduce Bus Rapid Transit (BRT) service along existing Route 5 (nicknamed the D Line) in an effort 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 BRT stations, many of which will impact intersections that include a county roadway. Each BRT station will likely include specific features (such as shelters, variable message boards, and automatic ticket machines) that provide a positive customer experience. Additionally, as part of the D Line BRT project, pedestrian facilities will be upgraded in quadrants that include a BRT station (typically in two out of the four intersection quadrants). However, a need exists to introduce similar upgrades in the remaining two quadrants of the intersection 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 BRT 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 BRT 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 BRT 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 BRT Project.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	50,000	50,000		150,000						200,000
Bonds - GO Roads				209,400						209,400
Federal - Other - Roads				534,600						534,600
Mn/DOT State Aid - Regular	400,000		400,000		2,000,000					2,400,000
Total	450,000	50,000	400,000	894,000	2,000,000					3,344,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	150,000		150,000		115,000					265,000
Construction				594,000	1,150,000					1,744,000
Consulting	200,000		200,000	150,000	285,000					635,000
Contingency	100,000		100,000	150,000	450,000					700,000
Total	450,000		450,000	894,000	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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2018
Design	Q3 2019 - Q2 2020
Bid Advertisement	Q4 2020
Construction	Q1 2021 - Q4 2022
Completion	Q4 2023

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

County Priorities: This project will provide accessibility, mobility, and safety improvements for people walking and using transit. This is especially important as each of the intersections along Franklin Avenue (CSAH 5), West Broadway Avenue (CSAH 81), and Lowry Avenue N (CSAH 153) included in the project are located in areas that include relatively high percentages of people of color, people with disabilities, households with low incomes, and households with no vehicles.

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:

- New project introduced in the 2021-2025 Transportation CIP as requested by Transportation Project Delivery.

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2166200 Midtown Greenway Bikeway Safety Improvements
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2019
Funding Completion: 2020

Summary:

Safety improvements along the Midtown Greenway at various at-grade trail crossing locations in the City of Minneapolis.

Purpose & Description:

The Midtown Greenway extends 5.5 miles between the West Lake Area and the Mississippi River providing people walking and biking with a direct east/west route at a relatively high level of service. A number of north/south roadways include a bridge over the Midtown Greenway, causing no conflict with greenway users. However, some locations include at-grade crossings that may cause discomfort for users depending on the magnitude of roadway activity. 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.

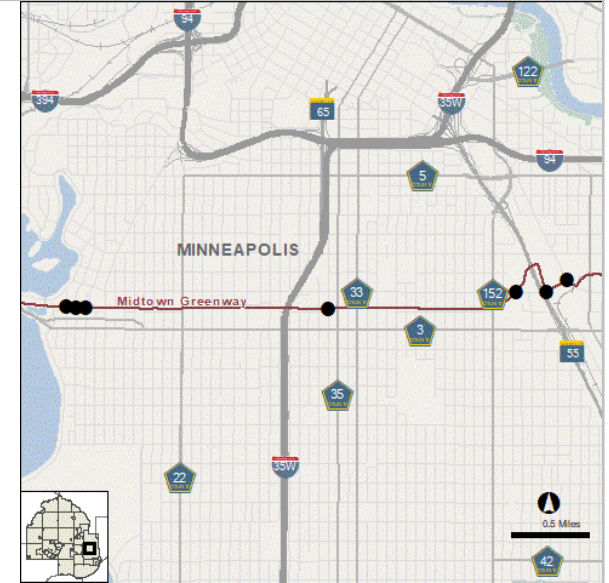
In 2016, Community and Economic Development completed the Midtown Connections Plan that evaluated existing conditions along the greenway, collected feedback from the community, and identified potential improvements in the following areas:

- Connections to the transportation network
- Neighborhood place-making
- Accessibility to key destinations
- Safety for people walking and biking

The proposed project will make improvements at the following strategic locations (whenever feasible) as recommended by the Midtown Connections Plan, focusing on safety for people walking and biking:

- James Avenue, Irving Avenue, and Humboldt Avenue: high visibility crosswalk markings and upgraded ADA
- 5th Avenue: high visibility crosswalk markings, upgraded ADA, and sidewalk facilities (to fill a short gap)
- 28th Street, Hiawatha Avenue (TH 55), and Minnehaha Avenue: high visibility crosswalk markings, upgraded ADA accommodations, and crossing countermeasures (such as curb extensions, medians, and/or crossing beacons)

Federal funding was awarded for this project in 2016 through the Highway Safety Improvement Program (HSIP). This project will proactively introduce proven safety countermeasures along the Midtown Greenway to ensure user comfort and safety.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	110,000	110,000								110,000
Bonds - GO Roads	100,000		100,000							100,000
Federal - Other - Roads	531,000		531,000							531,000
Other - Roads	133,000		133,000							133,000
Total	874,000	110,000	764,000							874,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	664,000		664,000							664,000
Consulting	110,000	142,269	(32,269)							110,000
Contingency	100,000		100,000							100,000
Total	874,000	142,269	731,731							874,000

Project Name: 2166200 Midtown Greenway Bikeway Safety Improvements	Funding Start: 2019
Major Program: Public Works	Funding Completion: 2020
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	874,000							874,000
Administrator Proposed	874,000							874,000
CBTF Recommended	874,000							874,000
Board Approved Final	874,000							874,000

Scheduling Milestones (major phases only):
This Project must be let by June 30, 2020 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2016 - 2018
Design	Q1 2019 - Q4 2019
Bid Advertisement	Q1 2021
Construction	Q2 2021 - Q3 2021
Completion	Q4 2021

Board Resolutions / Supplemental Information:
Project Budget Notes:
Other revenue includes \$133,000 from Hennepin County Housing and Economic Development. It is anticipated that \$63,000 will be transferred from Midtown Community Works CP 0031547 and \$70,000 will be transferred from Minnehaha Hiawatha Community Works CP 0031742.

Project's Effect on County Priorities and the Operating Budget:
County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking and walking. This especially important as some of the crossings included in the project are located in areas that include relatively high percentages of people of color, people with disabilities, households with low incomes, and households with no vehicles.
Operating Budget: Staff does not anticipate that this project will have significant impacts to Transportation Department staff or annual operating costs. Maintenance responsibilities of new crossing improvements (such as raised medians, pavement markings, and curb extensions) 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	110,000	764,000						874,000
Administrator Proposed	110,000	764,000						874,000
CBTF Recommended	110,000	764,000						874,000
Board Approved Final	110,000	764,000						874,000

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:

Bikeway improvements along the Midtown Greenway between Garfield Avenue and Harriet Avenue in the City of Minneapolis.

Purpose & Description:

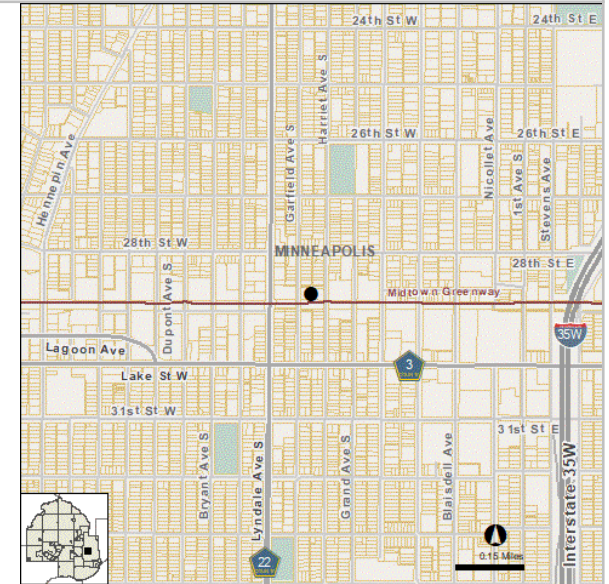
The Midtown Greenway extends 5.5 miles between the West Lake Area and the Mississippi River providing people walking and biking with a direct east/west route at a relatively high level of service. A number of north/south roadways include a bridge over the Midtown Greenway, presenting no conflict with 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 provided 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. 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.

In 2016, Community 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 (to support the theme of connections to the transportation network). Given the steep terrain, it is likely that retaining walls will 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.

Federal funding was awarded for this project in 2018 through the Regional Solicitation. This project will proactively make effective improvements along the Midtown Greenway to ensure user comfort and safety.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Federal - Other - Roads						1,120,000				1,120,000
Other - Roads	50,000		50,000	100,000	250,000	630,000				1,030,000
Total	50,000		50,000	100,000	250,000	1,750,000				2,150,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way				50,000	100,000					150,000
Construction						1,400,000				1,400,000
Consulting	50,000		50,000	50,000	100,000	150,000				350,000
Contingency					50,000	200,000				250,000
Total	50,000		50,000	100,000	250,000	1,750,000				2,150,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

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

Activity	Anticipated Timeframe
Planning	2018 - 2019
Design	Q1 2020 - Q4 2022
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

Board Resolutions / Supplemental Information:

Project Budget Notes:

- Other Revenue includes \$510,000 from Hennepin County Housing and Economic Development. It is anticipated that \$510,000 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 for an amount not yet determined. 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 provide accessibility and mobility improvements for people biking and walking. This is especially important as the 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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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

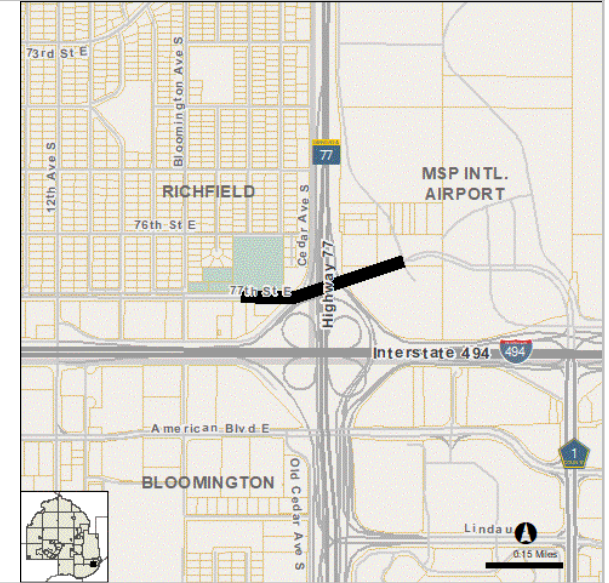
Summary:

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 set 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2015
Design	2016 - 2020
Bid Advertisement	TBD
Construction	TBD
Completion	TBD

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 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 2020-2024 Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 2155600 TH 252 Improvements from I-694 to TH 610
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2016
Funding Completion: 2017

Summary:

Conduct a feasibility study along TH 252 from I-694 to TH 610 in the Cities of Brooklyn Center and Brooklyn Park.

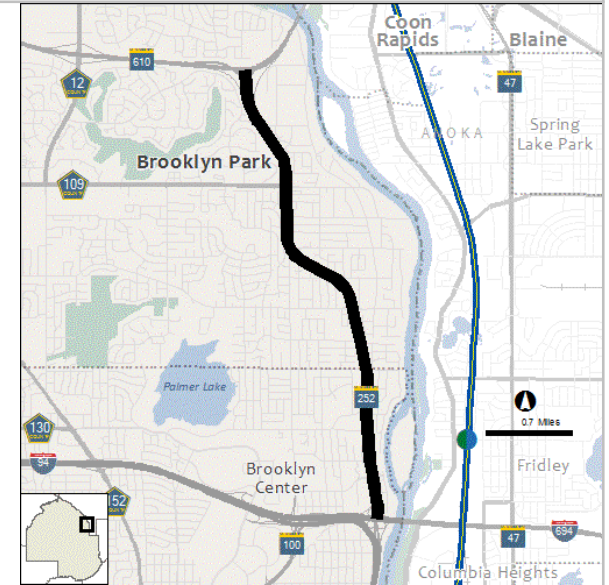
Purpose & Description:

The TH 252 corridor extends for approximately 4.5 miles from I-694 to TH 610. Due to the corridor's current design (six at-grade intersections) and usage (over 50,000 vehicles daily), routine crashes and congestion are experienced by users. Five (out of the six) of these at-grade intersections rank in the top 100 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.

This TH 252 feasibility study will guide planning and concept development to address safety and congestion issues along the corridor. The main objectives of the study will be to conduct a traffic study and develop concepts that will improve both safety and mobility. It is likely that the study will prioritize improvements at each of the six at-grade intersections based on a set of criteria in an effort to manage limited funding.

Beginning in 2020, this feasibility study was expanded to include an environmental review. MnDOT will be leading this effort to complete an Environmental Impact Statement (EIS) to further evaluate potential concepts and estimate their anticipated impacts. Furthermore, the project team will review the feasibility of the TH 252 corridor as a candidate for MnPASS lanes to offer users with price managed lanes that experience minimal congestion.

This project is directly related to Capital Project 2167700 which is providing county cost participation for constructing a grade separated interchange at the 85th Avenue (CSAH 109)/TH 252 intersection



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	300,000	300,000								300,000
Bonds - GO Roads	720,000	720,000								720,000
Mn/DOT State Aid - Regular	100,000		100,000							100,000
State - Other - Roads	3,318,390	3,131,949	186,441							3,318,390
Brooklyn Center	360,000	222,672	137,328							360,000
Brooklyn Park	540,000	211,729	328,271							540,000
Total	5,338,390	4,586,349	752,041							5,338,390
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting	5,338,390	5,338,390	0							5,338,390
Total	5,338,390	5,338,390	0							5,338,390

Project Name: 2155600 TH 252 Improvements from I-694 to TH 610	Funding Start: 2016
Major Program: Public Works	Funding Completion: 2017
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	5,338,390							5,338,390
Administrator Proposed	5,338,390							5,338,390
CBTF Recommended	5,338,390							5,338,390
Board Approved Final	5,338,390							5,338,390

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - 2022
Design	2022 - 2024
Bid Advertisement	2025
Construction	2025 - 2026
Completion	2027

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

County Priorities: This project provides funding for engineering activities that aim to identify potential accessibility, mobility, and safety improvements for people biking, driving, walking, and using transit along and across TH 252. This is especially important as the project is located in an area that includes relatively high percentages of people of color, people with disabilities, households with low incomes, and households with no vehicles.

Operating Budget: Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs as the proposed project solely provides funding for engineering activities.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2020-2024 Transportation CIP.

Board Resolutions / Supplemental Information:

Project Budget Notes:

In 2018, \$119,000,000 in Trunk Highway Bonds were awarded through MnDOT's Corridors of Commerce Program for improvements along TH 252 as recommended by this feasibility study.

BAR 15-0336R2 (adopted 12/15/2015) authorized:

- Introduction of CP 2155600 into the 2016 Capital Budget with a budget of \$200,000 (Property Tax).

BAR 17-0164 (adopted 05/09/2017) authorized:

- Neg of Agmt PW 11-66-17 with SRF for services at a county cost NTE amount of \$400,000.
- Inc to the Project Budget for CP 2155600 by \$100,000 from \$300,000 to \$400,000 (Property Tax).
- Transfer of \$100,000 (Property Tax) from Consultant Services GLI (CP 2999950) to CP 2155600.

BAR 18-0083R1 (adopted 03/13/2018) authorized:

- Neg of Agmts with MnDOT, Brooklyn Park, and Brooklyn Center for responsibilities in CP 2155600.
- Neg of Amd 1 to Agmt PW 11-66-17 with SRF for services at a revised NTE amount of \$3,960,000.
- Amdt to the Project Budget for CP 2155600; increase of \$3,560,000 from \$400,000 to \$3,960,000 (\$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 (County Bonds) from CP 2167700 to CP 2155600.

BAR 19-0353 (adopted 09/24/2019) authorized:

- Neg of Amdt 1 to Agmt 1030690 for a contract increase of \$1,378,390 from \$1,940,676 to \$3,319,066.
- Neg of Amdt 2 to Agmt PW 11-66-17 with SRF for services at a revised NTE amount to \$5,338,390.
- Amdt to the Budget for CP 2155600; increase of \$1,378,390 (MnDOT) from \$3,690,000 to \$5,338,000.

BAR 20-0293 (adopted 08/11/2020) authorized:

- Neg of Amdt 3 to Agmt PW 11-66-17 with SRF for EIS activities at no additional county cost.
- Neg of Amdt 2 to MnDOT Agmt 1030690 to add bond language.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	5,338,390							5,338,390
Administrator Proposed	5,338,390							5,338,390
CBTF Recommended	5,338,390							5,338,390
Board Approved Final	5,338,390							5,338,390

Project Name: 2167700 TH 252 / CSAH 109 85th Avenue N interchange
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2017
Funding Completion: 2023

Summary:

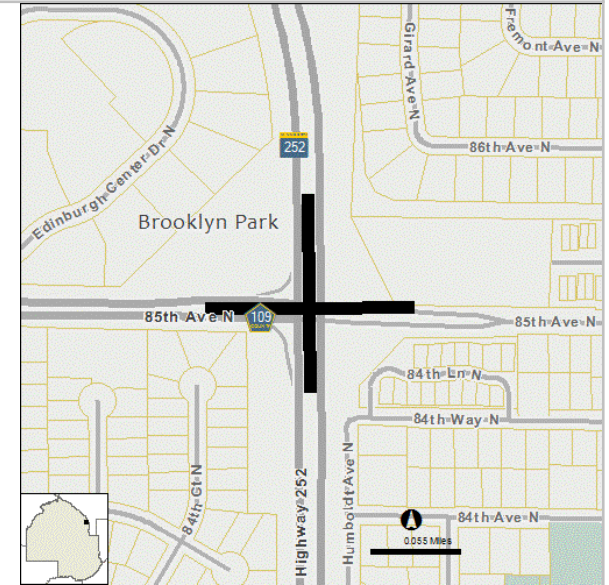
Participate in MnDOT's project to construct an interchange at the intersection of 85th Avenue (CSAH 109) and TH 252 in the City of Brooklyn Park.

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 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 is providing county cost participation for planning, environmental, and design efforts along the TH 252 corridor.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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		635,000	635,000				6,270,000
Total	19,280,000		19,280,000		635,000	7,635,000				27,550,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	2,000,000		2,000,000							2,000,000
Construction	15,280,000		15,280,000		635,000	7,635,000				23,550,000
Consulting	2,000,000		2,000,000							2,000,000
Total	19,280,000		19,280,000		635,000	7,635,000				27,550,000

Project Name: 2167700 TH 252 / CSAH 109 85th Avenue N interchange	Funding Start: 2017
Major Program: Public Works	Funding Completion: 2023
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):
This Project must be let by June 30, 2023 to avoid jeopardizing federal funds.

Activity	Anticipated Timeframe
Planning	2017 - 2022
Design	2022 - 2024
Bid Advertisement	2025
Construction	2025 - 2026
Completion	2027

Board Resolutions / Supplemental Information:

Project Budget Notes:

- 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:

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, walking, and using transit along and across TH 252. This is especially important as the project is located in an area that includes relatively high percentages of people of color and people with disabilities.

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.

BAR 18-0083R1 (adopted 03/13/2018) 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.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2020-2024 Transportation CIP.

- 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 Amdt 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	2020	2021	2022	2023	2024	Beyond 2024	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: 2999961 Maple Grove R of W Acquisition Reimbursement (CP 9635)
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2003
Funding Completion: 2025

Summary:

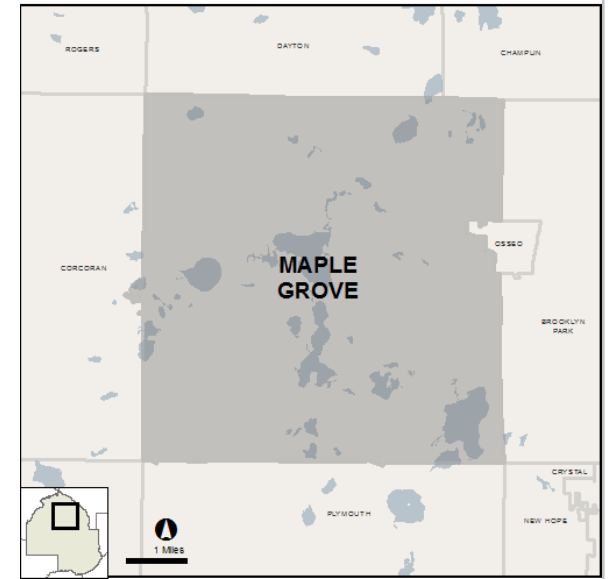
Provide funding to make payments to the City of Maple Grove over a 25-year period for right of way acquisition costs that were previously incurred by the city as part of Capital Project 2963500.

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 growth.

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	147,345	147,345		40,000	40,000	40,000	40,000	40,000		347,345
Total	147,345	147,345		40,000	40,000	40,000	40,000	40,000		347,345
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	146,697		146,697	40,000	40,000	40,000	40,000	40,000		346,697
Construction	648		648							648
Total	147,345		147,345	40,000	40,000	40,000	40,000	40,000		347,345

Project Name: 2999961 Maple Grove R of W Acquisition Reimbursement (CP 9635)	Funding Start: 2003
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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:

Operating Budget: Staff does not anticipate that this project will have impacts to Transportation Department staff or annual operating costs.

Changes from Prior CIP:

- No changes to the overall Project Budget since the 2020-2024 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	TBD
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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	107,345	40,000	40,000	40,000	40,000	40,000	200,000	507,345
Administrator Proposed	107,345	40,000	40,000	40,000	40,000	40,000	200,000	507,345
CBTF Recommended	107,345	40,000	40,000	40,000	40,000	40,000	200,000	507,345
Board Approved Final	107,345	40,000	40,000	40,000	40,000	40,000	200,000	507,345

Project Name: 2999971 Bottineau LRT Partnership Participation
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2018
Funding Completion: 2025

Summary:

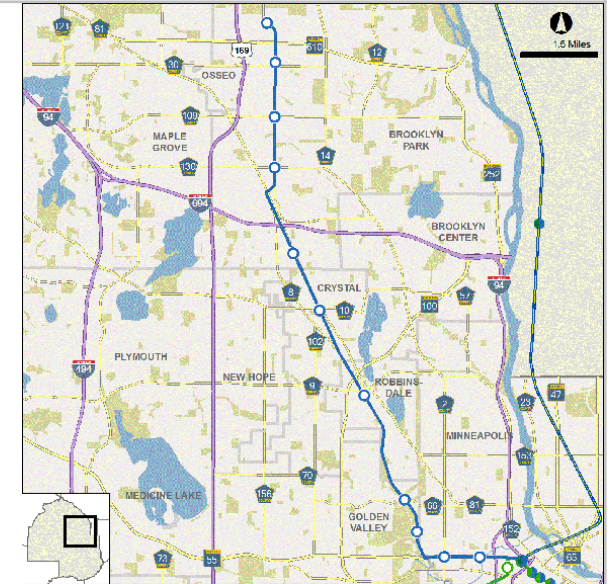
Participate in projects complementing the potential Bottineau Light Rail Transit (BLRT) Project throughout the Cities of Minneapolis, Golden Valley, Crystal, and Brooklyn Park.

Purpose & Description:

The potential BLRT 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. West Broadway Avenue (CSAH 103) in Brooklyn Park is 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 flexibility in participating with municipalities in projects that complement BLRT station areas. Projects will improve safety, mobility, and accessibility for people biking, driving, and walking along 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	1,000,000		1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000
Total	1,000,000		1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	1,000,000		1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000
Total	1,000,000		1,000,000	(1,000,000)		2,500,000	2,750,000	2,750,000		8,000,000

Project Name: 2999971 Bottineau LRT Partnership Participation	Funding Start: 2018
Major Program: Public Works	Funding Completion: 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	On-Going
Design	TBD
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 provides 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:

- Decreased Project Budget by \$0.3 million from \$8.3 million to \$8.0 million to retain County Bonds.
- Transferred \$1.0 million of budget authority (in County Bonds) out of the Project Budget to be used on other road and bridge priorities within the Transportation CIP.
- Reappropriated \$8.0 million in County Bonds among Program Years 2023 through 2025 to align with the anticipated schedule of the BLRT Project.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	1,000,000		4,950,000	2,300,000				8,250,000
Administrator Proposed	1,000,000		4,950,000	2,300,000				8,250,000
CBTF Recommended	1,000,000		4,950,000	2,300,000				8,250,000
Board Approved Final	1,000,000		4,950,000	2,300,000				8,250,000

Project Name: 2999968 Southwest LRT Partnership Participation
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2016
Funding Completion: 2021

Summary:

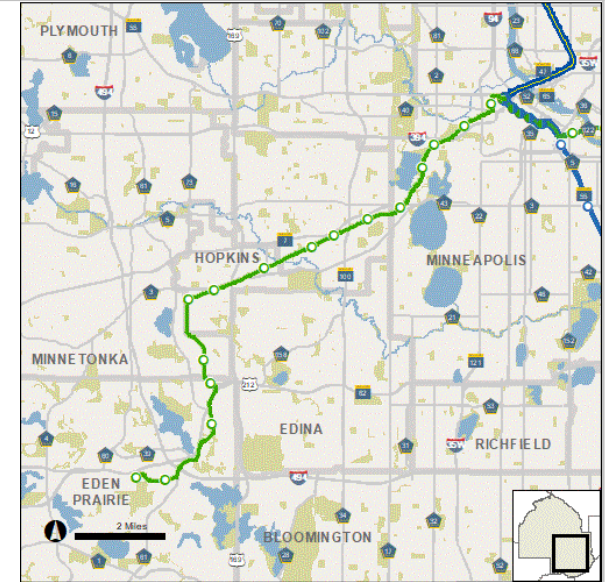
Participate in projects complementing the Southwest Light Rail Transit (SWLRT) Project throughout the Cities of Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

Purpose & Description:

The SWLRT 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 SWLRT stations.

The purpose of this capital budget line item is to provide flexibility in participating with municipalities in projects that complement SWLRT 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 SWLRT Project.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Roads	5,600,000	154,629	5,445,371	(850,000)						4,750,000
Total	5,600,000	154,629	5,445,371	(850,000)						4,750,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way		34,000	(34,000)							
Construction	5,600,000		5,600,000	(850,000)						4,750,000
Consulting		244,714	(244,714)							
Total	5,600,000	278,714	5,321,286	(850,000)						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	2021 Budget	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

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 provides funding to improve accessibility, mobility, and safety improvements for people biking, driving, walking, and using transit along Glenwood Avenue (CSAH 40). This is especially important as Glenwood Avenue (CSAH 40) serves an area that includes relatively high percentages of people of color, people with disabilities, households with low incomes, 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 \$4,500 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:

- Decreased Project Budget by \$0.85 million from \$5.60 million to \$4.75 million to retain County Bonds.
- Transferred \$0.85 million of budget authority (in County Bonds) out of the Project Budget to be used on other road and bridge priorities within the Transportation CIP.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	5,600,000							5,600,000
Administrator Proposed	5,600,000							5,600,000
CBTF Recommended	5,600,000							5,600,000
Board Approved Final	5,600,000							5,600,000

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.

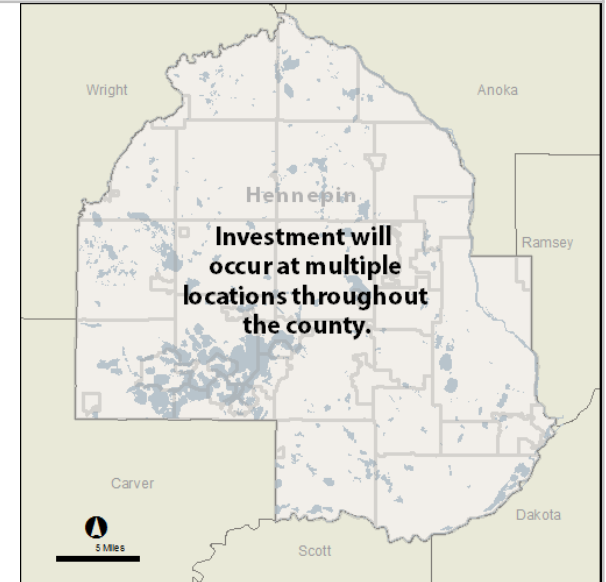
Purpose & Description:

This capital project will advance each of the following seven 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. Rehabilitation, reconditioning, and preservation of county roadway assets to extend their useful life.
6. Implementation of safety improvements that target crash reductions for all modes.
7. Upgrading and replacement of county traffic signals to implement the latest technologies.

The 2021 spending goals for each of the activities include the following:

<u>Activity</u>	<u>Spending Goal</u>
ADA	\$2,300,000
Bridge Asset Preservation	\$2,500,000
Drainage	\$1,000,000
Retaining Walls	\$0
Roadway Asset Preservation	\$6,600,000
Safety	\$189,900 (\$910,100 additional was budgeted into CP's 2165100, 2165200, and 2191300)
<u>Traffic</u>	<u>\$0</u>
Totals	\$12,589,900



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	445,000	445,000		200,000	200,000	200,000				1,045,000
Bonds - GO Roads	8,791,360	7,512,128	1,279,232	9,889,900	4,100,000	4,250,000				27,031,260
Mn/DOT State Aid - Regular	1,857,714		1,857,714	2,500,000	3,500,000	3,700,000				11,557,714
Total	11,094,074	7,957,128	3,136,946	12,589,900	7,800,000	8,150,000				39,633,974
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	10,799,074	9,056,447	1,742,627	12,589,900	7,800,000	8,150,000				39,338,974
Consulting		364,470	(364,470)							
Other Costs		7,505	(7,505)							
Contingency	295,000		295,000							295,000
Total	11,094,074	9,428,422	1,665,652	12,589,900	7,800,000	8,150,000				39,633,974

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	2021 Budget	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

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:

- Increased Project Budget by \$4.1 million from \$36.1 million to \$40.2 million to be financed with 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	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	<u>\$300,000</u>	<u>\$0</u>
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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	5,086,360	5,150,000	5,650,000	5,650,000	5,650,000	5,650,000	28,250,000	61,086,360
Administrator Proposed	5,086,360	6,550,000	8,150,000	8,150,000	8,150,000	8,150,000	40,750,000	84,986,360
CBTF Recommended	5,086,360	6,550,000	8,150,000	8,150,000	8,150,000	8,150,000	40,750,000	84,986,360
Board Approved Final	5,086,360	6,550,000	8,150,000	8,150,000	8,150,000	8,150,000	40,750,000	84,986,360

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 partner with other agencies for engineering, right of way, and construction activities as part of locally initiated capital projects.

Purpose & Description:

Various agencies, ranging from local cities to utility companies, perform work within county right of way on a regular basis. At times, these projects present opportunities to improve or enhance the county's transportation system; which includes over 570 miles of roadway, 13,000 pedestrian ramps, 350 miles of sidewalk, 700 miles of bikeway, and 1,000 traffic signals. In many instances, it's not desirable to wait until a county led initiative, typically a capital project, occurs to make improvements. Therefore, this capital project has been established to cost participate in projects led by external agencies.

Hennepin County staff will determine the priority, scope, and extent of county 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: ADA Transition Plan, 2040 Bicycle Transportation Plan, Complete Streets, Cost Participation Policy, County Roadway Safety Plan, Intelligent Information Management Plan, and Pedestrian Plan.

The 2021 spending goals for each activity include the following:

<u>Activity</u>	<u>Spending Goal</u>
County Aid to Municipalities	\$0
Drainage	\$0 (\$200,000 additional was budgeted into other project[s])
Intersection Control	\$0 (\$1,400,000 additional was budgeted into other project[s])
Multi-Modal	\$0 (\$400,000 additional was budgeted into other project[s])
Railroad Crossings	\$0
<u>Roadside Enhancement Partnership Program (REPP)</u>	<u>\$0</u>
Totals	\$0



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	1,315,000	1,338,467	(23,467)		1,000,000	1,000,000				3,315,000
Bonds - GO Roads	1,910,000		1,910,000		1,800,000	2,000,000				5,710,000
Mn/DOT State Aid - Regular	3,225,000	102,221	3,122,779							3,225,000
New Hope	25,000		25,000							25,000
Total	6,475,000	1,440,688	5,034,312		2,800,000	3,000,000				12,275,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	6,475,000	955,480	5,519,520		2,800,000	3,000,000				12,275,000
Consulting		29,715	(29,715)							
Other Costs		286,541	(286,541)							
Total	6,475,000	1,271,735	5,203,265		2,800,000	3,000,000				12,275,000

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	2021 Budget	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

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 \$7.7 million from \$20.6 million to \$12.9 million to retain County Bonds, Property Tax, and State Aid Regular.
 - 2021 spending goals for each activity reduced to \$0.

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 12/21/2020
2999952 Minneapolis Signal Participation	\$1,500,000	\$608,000
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>\$25,814</u>
Totals	\$2,908,218	\$671,814

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 intersection 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	3,345,000	4,000,000	4,500,000	4,500,000	4,500,000	4,500,000	22,500,000	47,845,000
Administrator Proposed	3,345,000	4,000,000	4,500,000	4,500,000	4,500,000	4,500,000	22,500,000	47,845,000
CBTF Recommended	3,345,000	4,000,000	4,500,000	4,500,000	4,500,000	4,500,000	22,500,000	47,845,000
Board Approved Final	3,345,000	3,750,000	4,500,000	4,500,000	4,500,000	4,500,000	22,500,000	47,595,000

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 corridor studies, 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 on 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 2021 spending goals for each of the activities listed above include the following:

Activity	Spending Goal
Consultant Services	\$100,000
Right of Way Acquisition	\$0
Total	\$100,000



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	425,000	425,000		100,000	350,000	350,000				1,225,000
Mn/DOT State Aid - Regular	850,000		850,000		250,000	200,000				1,300,000
Total	1,275,000	425,000	850,000	100,000	600,000	550,000				2,525,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way	175,000		175,000		100,000	100,000				375,000
Consulting	1,100,000	161,953	938,047	100,000	500,000	450,000				2,150,000
Total	1,275,000	161,953	1,113,047	100,000	600,000	550,000				2,525,000

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	2021 Budget	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

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:

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

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 activities to be funded out of this project budget.

Operating Budget: Staff does not anticipate that this project will have 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 \$1.1 million from \$2.4 million to \$1.3 million to retain Property Tax and State Aid Regular.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	575,000	700,000	850,000	850,000	850,000	850,000	4,250,000	8,925,000
Administrator Proposed	575,000	700,000	850,000	850,000	850,000	850,000	4,250,000	8,925,000
CBTF Recommended	575,000	700,000	850,000	850,000	850,000	850,000	4,250,000	8,925,000
Board Approved Final	575,000	700,000	850,000	850,000	850,000	850,000	4,250,000	8,925,000

Project Name: 2201000 Safety and Asset Management 2024-2028
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2025

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 expires (2023). Similarly, this capital project will advance each of the following seven 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. Replacemnet of county retaining walls to minimize the risk of failure.
5. Rehabilitation, reconditioning, and preservation of county roadway assets to extend their useful life.
6. Implementation of safety improvements that target crash reductions for all modes.
7. 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
Roadway Asset Preservation	TBD
Safety	TBD
<u>Traffic</u>	<u>TBD</u>
Totals	TBD



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax							200,000	200,000	600,000	1,000,000
Bonds - GO Roads							4,950,000	4,250,000	12,750,000	21,950,000
Mn/DOT State Aid - Regular							3,000,000	3,700,000	11,100,000	17,800,000
Total							8,150,000	8,150,000	24,450,000	40,750,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction							8,150,000	8,150,000	24,450,000	40,750,000
Total							8,150,000	8,150,000	24,450,000	40,750,000

Project Name: 2201000 Safety and Asset Management 2024-2028	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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:**
- New project introduced in the 2021-2025 Transportation CIP to manage funding across Program Years 2024 through 2028.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2201200 Project Delivery 2024-2028
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2025

Summary:

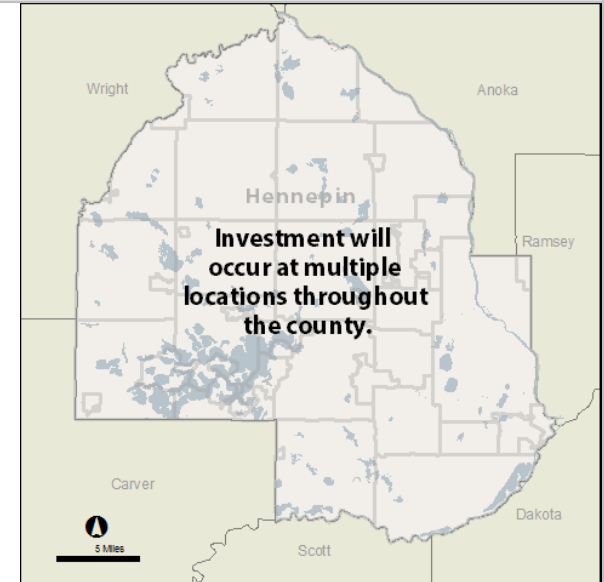
Provide funding over a five-year period (from 2024 to 2028) for corridor studies, preliminary design, design, environmental review, construction administration, and right of way acquisition related to capital projects.

Purpose & Description:

This capital project is a placeholder to demonstrate a funding need for the five-year period that begins once Capital Project 2183400 expires (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>Spending Goal</u>
Consultant Services	TBD
Right of Way Acquisition	TBD
Totals	TBD



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax							350,000	350,000	1,050,000	1,750,000
Mn/DOT State Aid - Regular							500,000	500,000	1,500,000	2,500,000
Total							850,000	850,000	2,550,000	4,250,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way							100,000	100,000	300,000	500,000
Consulting							750,000	750,000	2,250,000	3,750,000
Total							850,000	850,000	2,550,000	4,250,000

Project Name: 2201200 Project Delivery 2024-2028	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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 consulting and right of way acquisition activities. Transportation Project Delivery considers each of the current county priorities whenever recommending activities to be funded out of this project budget.

Operating Budget: Staff does not anticipate that this project will have 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:

- New project introduced in the 2021-2025 Transportation CIP to manage funding across Program Years 2024 through 2028.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2201100 Cost Participation and Partnerships 2024-2028
Major Program: Public Works
Department: Transportation Roads & Bridges

Funding Start: 2024
Funding Completion: Beyond 2025

Summary:

Provide funding over a five-year period (from 2024 to 2028) to partner 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 expires (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>Spending Goal</u>
County Aid to Municipalities	TBD
Drainage	TBD
Intersection Control	TBD
Multi-Modal	TBD
Railroad Crossings	TBD
<u>Roadside Enhancement Partnership Program (REPP)</u>	<u>TBD</u>
Totals	TBD



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax							1,000,000	1,000,000	3,000,000	5,000,000
Bonds - GO Roads							3,500,000	3,500,000	10,500,000	17,500,000
Total							4,500,000	4,500,000	13,500,000	22,500,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction							4,500,000	4,500,000	13,500,000	22,500,000
Total							4,500,000	4,500,000	13,500,000	22,500,000

Project Name: 2201100 Cost Participation and Partnerships 2024-2028	Funding Start: 2024
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Roads & Bridges	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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 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:

- New project introduced in the 2021-2025 Transportation CIP to manage funding across Program Years 2024 through 2028.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Transportation Provisional Roads and Bridges Projects

A number of transportation related provisional projects are also included within the Public Works capital program. These include projects where the need is recognized but a funding source has not been secured. Although a budget year is listed for each project, the timing has the same uncertainty as its funding.

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

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Replace Bridge #91131 along Bass Lake Road (CSAH 10) over the Twin Lake Inlet in the City of Brooklyn Center.

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 is 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.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									100,000	100,000
Construction									1,070,000	1,070,000
Consulting									270,000	270,000
Contingency									320,000	320,000
Total									1,760,000	1,760,000

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

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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD

Board Resolutions / Supplemental Information:

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

County Priorities: This project will replace a culvert that is nearing the end of its useful life in an effort to ensure access for people biking, driving, and walking across Twin Lake. This is especially important as the project is located in an area that includes relatively percentages of people of color and people with disabilities.

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

- Changes from Prior CIP:**
- New project introduced as a Provisional Project in the 2021-2025 Transportation Capital Improvement Program at the request of Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Replace Bridge #90475 along France Avenue (CSAH 17) over 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 types, 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. If these improvements are deferred indefinitely, the bridge structure will continue to deteriorate, and stricter weight restrictions will likely be required.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									100,000	100,000
Construction									1,400,000	1,400,000
Consulting									350,000	350,000
Contingency									420,000	420,000
Total									2,270,000	2,270,000

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

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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD

Board Resolutions / Supplemental Information:

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

County Priorities: This project will replace a culvert that is nearing the end of its useful life in an effort to ensure access and mobility for people driving over Nine Mile Creek. This is especially important as the project is located in an area that includes relatively high percentages of people with disabilities and households with no vehicles.

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

Changes from Prior CIP:

- New project introduced as a Provisional Project in the 2021-2025 Transportation Capital Improvement Program at the request of Transportation Project Delivery.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2191400 CSAH 19 - Safety improvements at 109th Ave
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Safety improvements at the intersection of CSAH 19 and 109th Avenue (County Road 117) in the Cities of Corcoran and Hanover.

Purpose & Description:

The existing intersection of CSAH 19 at 109th Avenue (County Road 117) experiences significantly imbalanced traffic flows. During the morning peak period, a high percentage of eastbound vehicles turn right to continue southbound along CSAH 19. While in the afternoon peak period, a high percentage of northbound vehicles turn left to travel westbound in order to cross the Crow River. In an effort to manage mobility and safety through the intersection, a three-way stop was implemented. In this condition, northbound vehicles are not required to stop. Also, a channelized right-turn island is provided in the southwest quadrant that permits eastbound right-turning vehicles to merge onto CSAH 19 at a relatively high speed. These conditions are relatively uncommon along county roadways, causing confusion and discomfort for people driving. Additionally, there is an existing crossing for the Lake Independence Regional Trail on the north approach that further complicates the intersection.

CSAH 19 was reconstructed in this area in the mid-2000s. However, this intersection was mainly left unchanged due to a lack of available right of way needed to realign CSAH 19 that better accommodates the predominant movements by people driving.

The proposed project is anticipated to modify the existing intersection to better accommodate user activity in terms of mobility and safety. Further evaluation is needed to determine the preferred intersection control device, and if any realignments are justified. This project will proactively make improvements at an intersection where the recent crash history does not suggest a crash problem, as compared to similar intersections throughout Hennepin County. It is anticipated that fairly significant improvements are necessary to accommodate the traffic flows, while still providing a safe and comfortable crossing for the Lake Independence Regional Trail. The specific design for the intersection will be based on the results of a traffic study, along with input from key stakeholders.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									400,000	400,000
Construction									2,600,000	2,600,000
Consulting									700,000	700,000
Contingency									800,000	800,000
Total									4,500,000	4,500,000

Project Name: 2191400 CSAH 19 - Safety improvements at 109th Ave	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>2019 - TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table>	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	2019 - TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	2019 - TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will provide mobility and safety improvements for people driving, biking, and using transit.</p> <p>Operating Budget: Additional planning and design work is required to determine the impact to Transportation Department staff or annual operating costs anticipated by this project.</p>											
<p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> New project introduced as a Provisional Project in the 2021-2025 Transportation Capital Improvement Program at the request of Transportation Project Delivery. 											

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

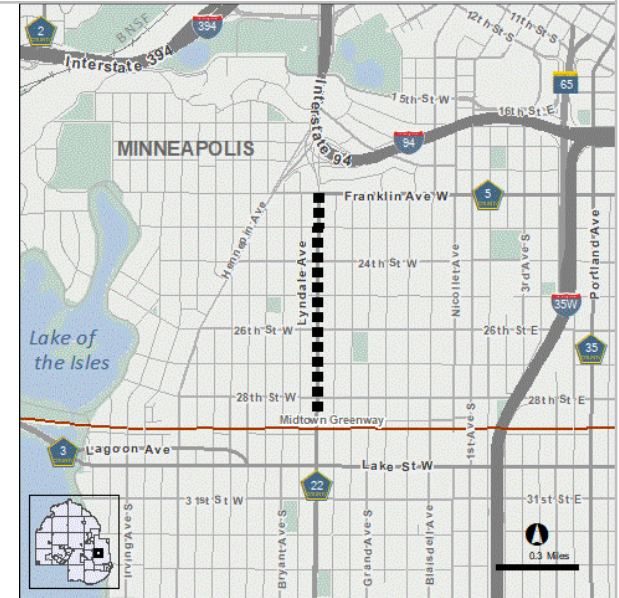
Reconstruct Lyndale Avenue (CSAH 22) from Bridge #27243 over the Midtown Greenway to Franklin Ave (CSAH 5) in the City of Minneapolis.

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 left-turn and 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) is somewhat difficult 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. In addition, many of the intersections include pedestrian ramps that do not meet current ADA design standards, with traffic signals lacking Accessible Pedestrian Signals (APS), posing as 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).

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).

This is a provisional project dependent upon the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									900,000	900,000
Construction									10,300,000	10,300,000
Consulting									2,600,000	2,600,000
Contingency									3,100,000	3,100,000
Total									16,900,000	16,900,000

Project Name: 2052300 CSAH 22 - Reconst Lyndale Ave fr HCRRRA Bridge to Franklin Ave	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking, walking, and using transit. This is especially important as this project is located in an area that includes relatively high percentages of people with of color, households with low incomes, and households with no vehicles.</p> <p>Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.</p> <hr/> <p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> • New project introduced as a Provisional Project in the 2021-2025 Transportation Capital Improvement Program at the request of Transportation Project Delivery. 	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2984501 CSAH 23 - Reconst Marshall St fr 3rd Ave NE to 16th Ave NE
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Reconstruct Marshall Street NE (CSAH 23) from 3rd Avenue NE to 16th Avenue NE in the City of Minneapolis.

Purpose & Description:

The existing roadway (last reconstructed in 1959) 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 segment north of 5th Avenue NE is in especially poor condition as the curb, drainage structures, and sidewalks are showing signs of significant deterioration. Many of the traffic signal systems are outdated and lack mastarms which offer improved visibility. Additionally, this corridor lacks common streetscaping elements such as a boulevard, trees, and pedestrian lighting.

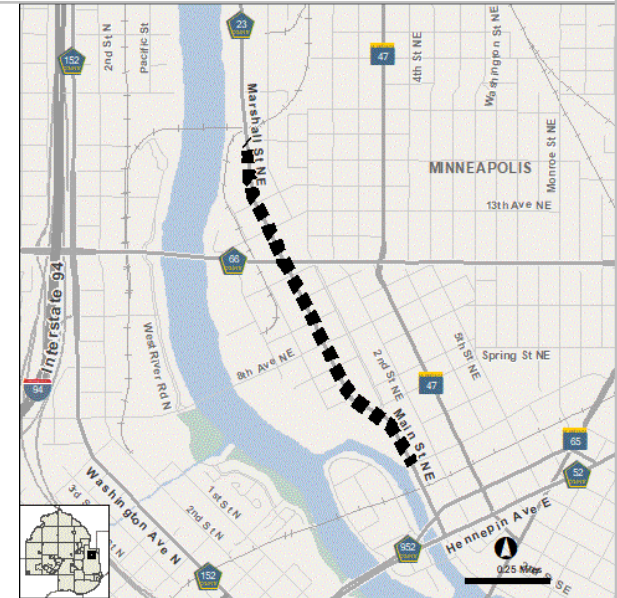
In 2016, staff hired a consultant to conduct a parking study along this corridor that reviewed the utilization of on-street parking on both sides of the roadway. The study identified areas that experienced highest parking utilization to inform staff of priority areas to retain on-street parking. Furthermore, as part of the study, staff engaged local business owners to investigate the potential to develop shared parking agreements to relieve Marshall Street NE (CSAH 23) of on-street parking demand.

In 2017, staff hired a consultant to conduct a feasibility study that considered various roadway configurations to accommodate all modes of transportation. As part of the effort, a diverse stakeholder group was created, including representation from: Hennepin County, City of Minneapolis, Minneapolis Park and Recreation Board, Minneapolis Bicycle Coalition, and four neighborhood groups.

The proposed project will include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. It is anticipated that a dedicated bikeway will be introduced that offers a scenic north/south route that provides people biking with a relatively high level of service. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons) will be considered to benefit non-motorized users. Additionally, special consideration will be given when selecting the preferred pavement design to accommodate the heavy freight movements as there are multiple industrial facilities located along the corridor.

This project is being recommended as Phase II of the Marshall Street NE (CSAH 23) Reconstruction Project.

This is a provisional project dependent upon the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									1,100,000	1,100,000
Construction									7,700,000	7,700,000
Consulting									1,900,000	1,900,000
Contingency									2,300,000	2,300,000
Total									13,000,000	13,000,000

Project Name: 2984501 CSAH 23 - Reconst Marshall St fr 3rd Ave NE to 16th Ave NE	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>2016 - TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table>	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	2016 - TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	2016 - TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will provide accessibility, mobility, and safety improvements for people biking, driving, and walking. This is especially important as the project is located in an area that includes a relatively high percentage of people with disabilities.</p> <p>Operating Budget: Additional planning and design work is required to determine the impact to Transportation Department staff or annual operating costs anticipated by this project.</p>											
<p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> Project separated into two phases (CP 2984501 & CP 2984502) to manage scope and resources. 											

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2984502 CSAH 23 - Reconst Marshall St fr 16th Ave NE to 27th Ave NE
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Reconstruct Marshall Street NE (CSAH 23) from 16th Avenue NE to 27th Avenue NE in the City of Minneapolis.

Purpose & Description:

The existing roadway (last reconstructed in 1959) 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 segment north of Lowry Avenue NE (CSAH 153) is in especially poor condition as curb, drainage structures, and sidewalks are showing significant signs of deterioration. Obstructions, such as utility poles, fire hydrants, and signs are commonly found within the walking areas, creating challenges for users with limited mobility. Additionally, this corridor lacks common streetscaping elements such as a boulevard, trees, and pedestrian lighting that promote a pleasurable user experience.

In 2016, staff hired a consultant to conduct a parking study along this corridor that reviewed the utilization of on-street parking on both sides of the roadway. The study identified areas that experienced highest parking utilization to inform staff of priority areas to retain on-street parking. Furthermore, as part of the study, staff engaged local business owners to investigate the potential to develop shared parking agreements to relieve Marshall Street NE (CSAH 23) of on-street parking demand.

In 2017, staff hired a consultant to conduct a feasibility study that considered various roadway configurations to accommodate all modes of transportation. As part of the effort, a diverse stakeholder group was created, including representation from: Hennepin County, City of Minneapolis, Minneapolis Park and Recreation Board, Minneapolis Bicycle Coalition, and four neighborhood groups.

The proposed project will include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. It is anticipated that a dedicated bikeway will be introduced that offers a scenic north/south route that provides people biking with a relatively high level of service. Specific pedestrian crossing enhancements (such as curb extensions, raised medians, and crossing beacons) will be considered to benefit non-motorized users. Additionally, special consideration will be given when selecting the preferred pavement design to accommodate the heavy freight movements as there are multiple industrial facilities located along the corridor.

This project presents an opportunity to make improvements at the existing at-grade trail crossing located near the Burlington Northern Santa Fe (BNSF) Railroad crossing. This project is being recommended as Phase I of the Marshall Street NE (CSAH 23) Reconstruction Project.

This is a provisional project dependent upon the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									900,000	900,000
Construction									8,800,000	8,800,000
Consulting									2,200,000	2,200,000
Contingency									2,600,000	2,600,000
Total									14,500,000	14,500,000

Project Name: 2984502 CSAH 23 - Reconst Marshall St fr 16th Ave NE to 27th Ave NE	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2016 - TBD
Design	TBD
Bid Advertisement	TBD
Construction	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, walking, and using transit. This is especially important as this project is located in an area that includes relatively high percentages of people of color, people with disabilities, households with low incomes, and households with no vehicles.

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

Changes from Prior CIP:

- Project separated into two phases (CP 2984501 & CP 2984502) to manage scope and resources.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2181600 CSAH 31 - Replace Bridge #90489 over Minnehaha Creek
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

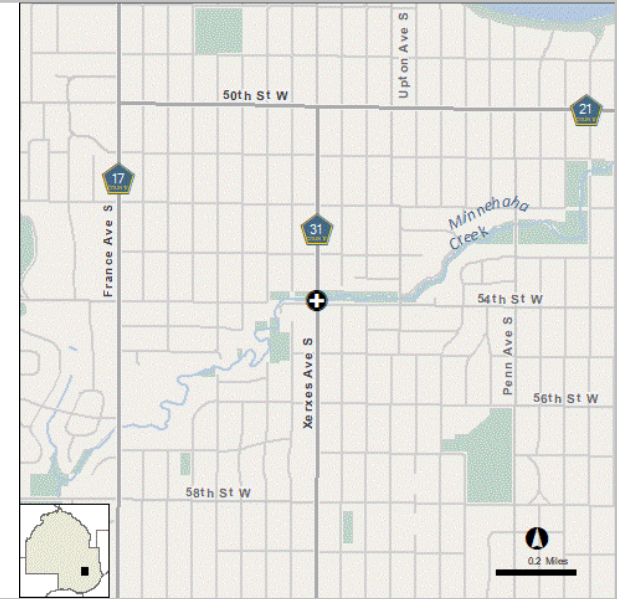
Replace Bridge #90489 along Xerxes Ave (CSAH 31) over the Minnehaha Creek in the City of Minneapolis.

Purpose & Description:

The existing bridge (built in 1916) consists of a concrete arch design that spans Minnehaha Creek. The structure is nearing the end of its useful life as the structure is showing signs of advanced deterioration and wear, which is typical for a structure of this age. The concrete has numerous cracks and spalls that have exposed the steel rebar. Routine maintenance activities are no longer cost effective in extending the useful life of this bridge, therefore, a full replacement is recommended.

It is anticipated that the proposed project will replace the deteriorating structure with a new design that will provide a 75-year service life. Any pavement, sidewalk, and drainage structures impacted by the project will be replaced in-kind. In addition, the new bridge will better accommodate people biking, driving, and walking by reallocating space within the existing right of way. Furthermore, this project presents an opportunity to construct an overlook for the Minnehaha Creek water feature. If these improvements are deferred indefinitely, the bridge structure will continue to deteriorate, and weight restrictions will likely be required.

This is a provisional project dependent upon the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									1,000,000	1,000,000
Construction									3,640,000	3,640,000
Consulting									910,000	910,000
Contingency									1,090,000	1,090,000
Total									6,640,000	6,640,000

Project Name: 2181600 CSAH 31 - Replace Bridge #90489 over Minnehaha Creek	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table>	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will replace a bridge that is nearing the end of its useful life in an effort to ensure access and mobility for people biking, driving, walking, and using transit across the Minnehaha Creek.</p> <p>Operating Budget: Additional planning and design work is required to determine the project's impact to Transportation Department staff or annual operating costs.</p>											
<p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> No changes since the 2020-2024 Transportation Capital Improvement Program. 											

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

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; indicating 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. This alternative 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. If these improvements are deferred indefinitely, the bridge structure will continue to deteriorate, and weight restrictions will likely be required.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									100,000	100,000
Construction									880,000	880,000
Consulting									220,000	220,000
Contingency									260,000	260,000
Total									1,460,000	1,460,000

Project Name: 2200700 CSAH 40 - Replace Bridge #94282 over Basset Creek	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will preserve a culvert that is nearing the end of its useful life in an effort to ensure access and mobility for people biking, driving, walking, and using transit across the Basset Creek.</p> <p>Operating Budget: Additional planning and design work is required to determine the project's impact to Transportation Department staff or annual operating costs.</p> <p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> • New project introduced as a Provisional Project in the 2021-2025 Transportation Capital Improvement Program at the request of Transportation Project Delivery. 	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2181700 CSAH 121 - Replace Bridge #90617 over Rush Creek
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Replace Bridge #90617 along CSAH 121 (Fernbrook Lane) 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 cast-in-place 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. If these improvements are deferred indefinitely, the bridge structure will continue to deteriorate, and weight restrictions will likely be required.

This is a provisional project dependent upon the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									60,000	60,000
Construction									1,170,000	1,170,000
Consulting									290,000	290,000
Contingency									350,000	350,000
Total									1,870,000	1,870,000

Project Name: 2181700 CSAH 121 - Replace Bridge #90617 over Rush Creek	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will replace 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 across Rush Creek.</p> <p>Operating Budget: Additional planning and design work is required to determine the project's impact to Transportation Department staff or annual operating costs.</p> <hr/> <p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> No changes since the 2020-2024 Transportation Capital Improvement Program. 	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2182900 CSAH 130 - Participate in Brooklyn Blvd reconst at TH 169
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Participate in Maple Grove's Project to reconstruct Brooklyn Boulevard (CSAH 130) at TH 169 in the Cities of Brooklyn Park and Maple Grove.

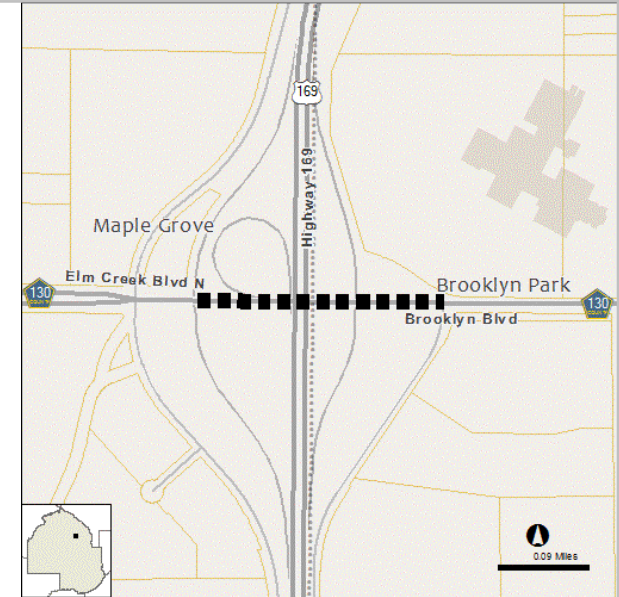
Purpose & Description:

The existing interchange (built in 1984) includes an inadequate design that causes discomfort and poor mobility for users in the area that is commonly referred to the Maple Grove Mining Area. The interchange lacks dedicated left-turn lanes along Brooklyn Boulevard (CSAH 130) for people driving, causing routine congestion. The existing signal systems include a temporary design (exposed wiring) that are often unreliable and offer poor visibility. Additionally, the signalized intersection at Brooklyn Boulevard (CSAH 130) at Jefferson Highway is located within close proximity to the interchange, further increasing congestion. Furthermore, this area experiences heavy truck volumes due to the surrounding industrial land uses, therefore, it's critical to accommodate freight movements to ensure adequate accessibility to major roadways.

MnDOT, Hennepin County, and Brooklyn Park conducted a feasibility study along the TH 169 corridor in 1998. The study recommended a series of improvements along TH 169, including significant modifications to the Brooklyn Boulevard (CSAH 130) at TH 169 interchange to address safety and capacity concerns. Similar improvements have been implemented along TH 169 corridor at both 85th Avenue (CSAH 109) and 93rd Avenue (CSAH 30) in the last fifteen years that have provided significant benefits to users on both the state and county roadway systems.

It is anticipated that the proposed project would expand the existing interchange to provide dedicated turn lanes, upgrade the existing temporary traffic signals to permanent systems, relocate the existing Brooklyn Boulevard (CSAH 130) / Jefferson Highway intersection to improve spacing, and introduce a multi-use trail to provide accommodations for people walking and biking.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction									3,000,000	3,000,000
Total									3,000,000	3,000,000

Project Name: 2182900 CSAH 130 - Participate in Brooklyn Blvd reconst at TH 169
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

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

Scheduling Milestones (major phases only):

Activity	Anticipated Timeframe
Planning	2017 - TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD

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 the project is located in an area that includes relatively high percentages of people of color and people with disabilities.

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 since the 2020-2024 Transportation Capital Improvement Program.

Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2191100 CSAH 130 - Reconst 69th Ave fr Unity Ave to Lee Ave
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Reconstruct 69th Avenue (CSAH 130) from Unity Avenue to Lee Avenue in the City of Brooklyn Center.

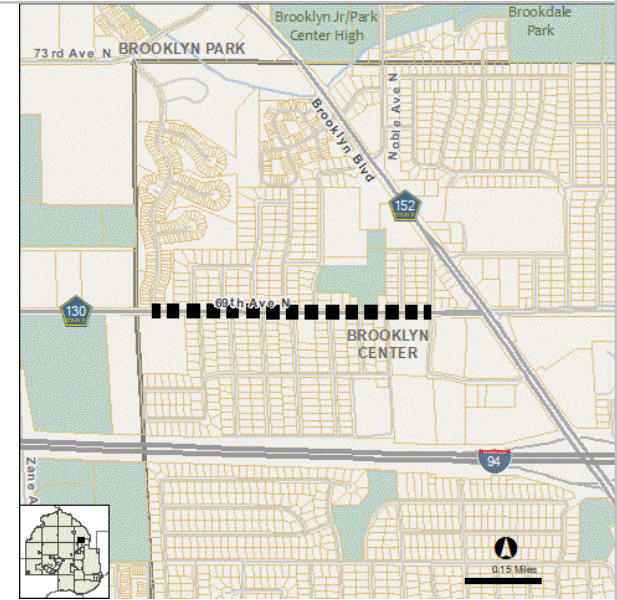
Purpose & Description:

The existing roadway (last reconstructed in 1959) 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. Bituminous curb exists in many areas along the corridor in an effort to direct water to storm water structures, however, this design is ineffective in withstanding snow removal operations. Additionally, the surrounding topography is relatively flat, causing routine ponding events along the corridor. Existing sidewalk facilities along the corridor are limited to the south side, however, paved shoulders are provided on both sides to accommodate people biking.

The City of Brooklyn Center contacted Hennepin County in 2018 with a request to upgrade local utilities in conjunction with a capital project. The existing sanitary sewer and water utilities were installed in 1956 and city staff has reported that approximately 50% of the existing sanitary sewer is experiencing root intrusion. In addition, city staff hsa indicated that further investigation of the water main is necessary to determine if a full replacement is justified.

It is anticipated that the proposed project would upgrade the existing roadway to a suburban environment to align with the surrounding land use which is primarily residential. The project will likely include new pavement, curb and gutter to provide sufficient drainage, and sidewalk upgrades to better facilitate pedestrian movements. Further discussion is needed with both the City of Brooklyn Center and the community to determine the preferred accommodations for people biking and walking.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									1,300,000	1,300,000
Construction									2,900,000	2,900,000
Consulting									700,000	700,000
Contingency									900,000	900,000
Total									5,800,000	5,800,000

Project Name: 2191100 CSAH 130 - Reconst 69th Ave fr Unity Ave to Lee Ave	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

Scheduling Milestones (major phases only):

<u>Activity</u>	<u>Anticipated Timeframe</u>
Planning	TBD
Design	TBD
Bid Advertisement	TBD
Construction	TBD

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 the project is located in an area that includes a 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:

- New project introduced as a Provisional Project in the 2019-2023 Transportation Capital Improvement Program at the request of the City of Brooklyn Center.

Board Resolutions / Supplemental Information:

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2021000 CSAH 150 - Construct Fletcher Bypass to CSAH 81
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Participate in the City of Rogers' Project to construct Fletcher Lane (CSAH 150) from Valley Drive to CSAH 81 in the City of Rogers.

Purpose & Description:

The Downtown Rogers area experiences relatively high traffic volumes during the morning and afternoon periods caused by vehicles desiring to access I-94. People driving rely on Fletcher Lane (County Road 116) and Main Street (CSAH 150) for north/south connections to and from I-94 via TH 101. This traffic pattern not only causes routine congestion at the Fletcher Lane (County Road 116) / Territorial Road (County Road 159) intersection, but also causes unnecessary traffic activity along Main Street (CSAH 150) which is located in a primarily residential area.

The Northwest Hennepin County I-94 Sub-Area Transportation Study was completed in 2008 that identified future roadway improvements that aim to enhance mobility and connectivity throughout the Cities of Corcoran, Dayton, Maple Grove, and Rogers. This project is directly related to that study and was recommended as a short-term improvement.

The proposed project would construct a new bypass of the area known as "Fletcher", which is located at the intersection of Fletcher Lane (County Road 116) and Territorial Road (County Road 159). The new roadway would begin just north of Valley Drive and extend northeasterly to CSAH 81. This new alignment would redirect traffic onto CSAH 81 (instead of travelling through Downtown Rogers). At this time, it is anticipated that the new roadway would include one vehicle lane in each direction, separated by a raised median, with off-road facilities provided for people walking and biking. This project would complement current and planned development located near the south terminus of this project.

Additionally, it is anticipated that once the Fletcher Bypass is constructed, the county would discuss the potential transfer of Main Street (CSAH 150) to the City of Rogers as the traffic volumes would likely decrease significantly. If this transfer occurs, the new Fletcher Bypass route could be designated as the new CSAH 150, using the recently made available CSAH mileage.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									100,000	100,000
Construction									4,400,000	4,400,000
Consulting									1,100,000	1,100,000
Contingency									1,300,000	1,300,000
Total									6,900,000	6,900,000

Project Name: 2021000 CSAH 150 - Construct Fletcher Bypass to CSAH 81	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>2011 - TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will provide mobility improvements for people driving.</p> <p>Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.</p> <p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> No changes since the 2020-2024 Transportation Capital Improvement Program. 	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	2011 - TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	2011 - TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 2191200 CSAH 152 - Reconst Washington Ave N fr Plymouth Ave to 26th
Major Program: Transportation Provisional Projects
Department: Transportation Provisional Roads & Bridges Projects

Funding Start: Beyond 2025
Funding Completion: Beyond 2025

Summary:

Reconstruct Washington Avenue North (CSAH 152) from Plymouth Avenue to 26th Avenue in the City of Minneapolis.

Purpose & Description:

The existing roadway (last reconstructed in 1956) 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 its service life. The pavement extends over the gutter pan in many areas, significantly reducing the safety and drainage benefits provided by the curb. The current roadway configuration includes two vehicle lanes in each direction, sidewalks on both sides, and on-street parking that is permitted in some areas. Given the unique freeway ramp designs for I-94 near 17th Avenue, Broadway Avenue (CSAH 66), and 22nd Avenue; relatively high crash rates are experienced at these three intersections.

This section of Washington Avenue North (CSAH 152) parallels I-94 which opened in the 1980s and serves as a reliever to the freeway system. It should be noted that this Washington Avenue North (CSAH 152) corridor was previously under MnDOT jurisdiction (TH 52) until the mid-1990s. Therefore, it lacks typical county roadway features (such as dedicated accommodations for people biking, streetscaping, and placemaking) that promote a pleasurable user experience.

The proposed project would include new assets, including: pavement, curb, storm water structures, sidewalk, and traffic signals. At this time, the new roadway configuration is not yet known. Therefore, staff will rely on both the community engagement and design processes to inform the decision-making process. It is likely that various safety countermeasures will be introduced at intersections (such as turn lanes, curb extensions, raised medians, and signal upgrades) in an effort to reduce crashes, especially those involving people walking and biking. Furthermore, various streetscaping elements will be considered during the design phase to encourage users to spend time along the corridor.

This is a provisional project dependent on the availability of funding.



Revenue for this project has not yet been entered into the CIP.

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Right of Way									800,000	800,000
Construction									8,800,000	8,800,000
Consulting									2,200,000	2,200,000
Contingency									2,700,000	2,700,000
Total									14,500,000	14,500,000

Project Name: 2191200 CSAH 152 - Reconst Washington Ave N fr Plymouth Ave to 26th	Funding Start: Beyond 2025
Major Program: Transportation Provisional Projects	Funding Completion: Beyond 2025
Department: Transportation Provisional Roads & Bridges Projects	

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

<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>TBD</td> </tr> <tr> <td>Design</td> <td>TBD</td> </tr> <tr> <td>Bid Advertisement</td> <td>TBD</td> </tr> <tr> <td>Construction</td> <td>TBD</td> </tr> </table> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>County Priorities: This project will provide accessibility, mobility, and safety improvement 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, people with disabilities, households with low incomes, and households with no vehicles.</p> <p>Operating Budget: Additional planning and design work is required to determine the project's anticipated impact to Transportation Department staff or annual operating costs.</p> <hr/> <p>Changes from Prior CIP:</p> <ul style="list-style-type: none"> • New project introduced as a Provisional Project in the 2021-2025 Transportation Capital Improvement Program at the request of Transportation Project Delivery. 	<u>Activity</u>	<u>Anticipated Timeframe</u>	Planning	TBD	Design	TBD	Bid Advertisement	TBD	Construction	TBD	<p>Board Resolutions / Supplemental Information:</p>
<u>Activity</u>	<u>Anticipated Timeframe</u>										
Planning	TBD										
Design	TBD										
Bid Advertisement	TBD										
Construction	TBD										

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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.

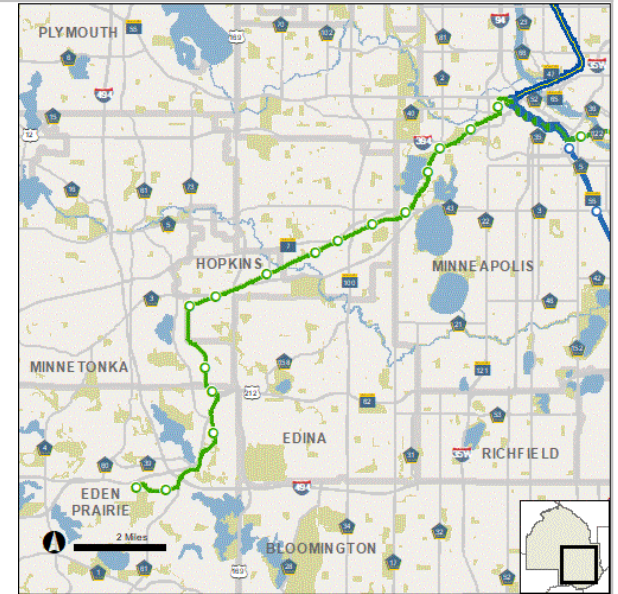
Purpose & Description:

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 Enterprise" is general obligation bonded indebtedness funded with Transportation Sales and Use Tax collections.

The total project budget is \$2.003 billion. Additional contributions are committed from:

- \$928.8 million Federal sources
- 218.9 million Counties Transit Improvement Board
- 199.5 million Hennepin County Regional Railroad Authority
- 64.3 million Other sources
- \$1,411.5 million Subtotal non-Hennepin County sources



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO		344,931,810	(344,931,810)							
Bonds - GO Enterprise	400,000,000		400,000,000							400,000,000
Transfer from other Funds	191,385,664	125,347,664	66,038,000	1,191,449						192,577,113
Total	591,385,664	470,279,474	121,106,190	1,191,449						592,577,113
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Land		50,967,687	(50,967,687)							
Construction	591,385,664	426,005,632	165,380,032	1,191,449						592,577,113
Other Costs		41,369,586	(41,369,586)							
Total	591,385,664	518,342,905	73,042,759	1,191,449						592,577,113

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	2021 Budget	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

Scheduling Milestones (major phases only):

Project Development: 2011 - 2016

Engineering: 2016 - 2020

Construction: 2018 - 2023

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

Estimated operating subsidy to be paid with county collected Transportation Sales and Use Tax, likely to begin in 2023: \$28,900,000

Changes from Prior CIP:

The budget reflects 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. The funds were previously assumed to transfer directly from Eden Prairie to Met Council, however it was determined that those funds will be distributed from the county and therefore, the budget is necessary to distribute those funds.

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. All funding needed for the project is now committed.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	313,846,000	277,539,664						591,385,664
Administrator Proposed	313,846,000	277,539,664						591,385,664
CBTF Recommended	313,846,000	277,539,664						591,385,664
Board Approved Final	313,846,000	277,539,664						591,385,664

Project Name: 1005877 HC Bottineau Light Rail Transit
Major Program: Public Works
Department: Transportation Sales Tax & Development

Funding Start: 2018
Funding Completion: Beyond 2025

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.

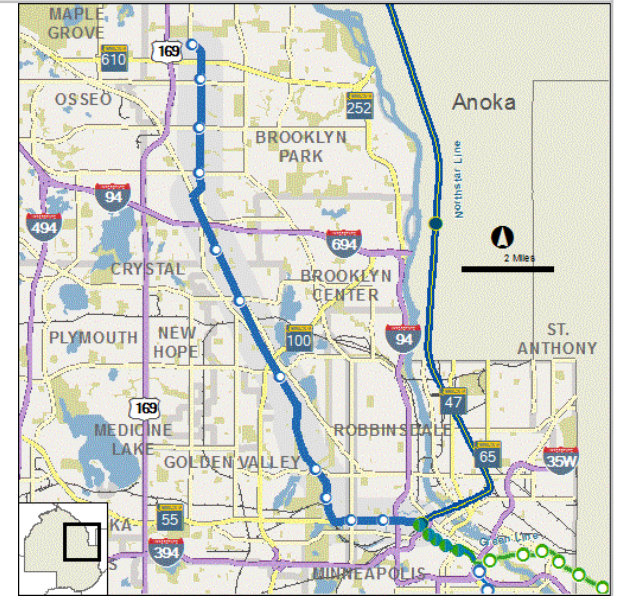
Purpose & Description:

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 Enterprise " 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Enterprise	63,000,000		63,000,000				40,000,000	80,000,000	172,100,000	355,100,000
Transfer from other Funds	15,000,000	3,244,243	11,755,757		25,000,000	25,000,000	20,000,000	20,000,000	70,000,000	175,000,000
Total	78,000,000	3,244,243	74,755,757		25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	78,000,000	3,244,243	74,755,757		25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000
Total	78,000,000	3,244,243	74,755,757		25,000,000	25,000,000	60,000,000	100,000,000	242,100,000	530,100,000

Project Name: 1005877 HC Bottineau Light Rail Transit	Funding Start: 2018
Major Program: Public Works	Funding Completion: Beyond 2025
Department: Transportation Sales Tax & Development	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Project Development: 2014 - 2016</p> <p>Engineering: 2017 - Present</p> <p>Construction: To be determined.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>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.</p> <p>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.</p> <p>July 2016: The Federal Transit Administration issues its Record of Decision.</p> <p>January 2017: The Federal Transit Administration approves the project to enter the Engineering phase of work.</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 Green Line Extension project as being eligible for capital and operating funding from the County's new Transportation Tax.</p> <p>2017: The Bassett Creek stormwater tunnel under Olson Memorial Highway is relocated to accommodate the future Van White Boulevard Station.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>Estimated operating subsidy to be paid with county collected Transportation Sales and Use Tax, potentially by 2024: \$11,900,000</p>	
<p>Changes from Prior CIP:</p> <p>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.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	71,000,000	7,000,000	10,000,000	92,000,000	125,000,000	180,000,000	45,100,000	530,100,000
Administrator Proposed	71,000,000	7,000,000	10,000,000	92,000,000	125,000,000	180,000,000	45,100,000	530,100,000
CBTF Recommended	71,000,000	7,000,000	10,000,000	92,000,000	125,000,000	180,000,000	45,100,000	530,100,000
Board Approved Final	71,000,000	7,000,000	10,000,000	92,000,000	125,000,000	180,000,000	45,100,000	530,100,000

Project Name: 1005878 HC Bus Rapid Transit Orange Line Construction
Major Program: Public Works
Department: Transportation Sales Tax & Development

Funding Start: 2018
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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Transfer from other Funds	24,868,488	9,567,500	15,300,988							24,868,488
Total	24,868,488	9,567,500	15,300,988							24,868,488
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	24,868,488	17,567,500	7,300,988							24,868,488
Total	24,868,488	17,567,500	7,300,988							24,868,488

Project Name: 1005878 HC Bus Rapid Transit Orange Line Construction	Funding Start: 2018
Major Program: Public Works	Funding Completion:
Department: Transportation Sales Tax & Development	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<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>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: \$1,700,000</p>	
<p>Changes from Prior CIP:</p> <p>None.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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 2019 the County realized \$4,166,804 in revenues from the sale of electricity, \$495,780 from the sale of steam and \$305,528 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Enterprise				5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		25,000,000
Total				5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		25,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				4,000,000	4,000,000	4,000,000	4,000,000	4,000,000		20,000,000
Consulting				500,000	500,000	500,000	500,000	500,000		2,500,000
Contingency				500,000	500,000	500,000	500,000	500,000		2,500,000
Total				5,000,000	5,000,000	5,000,000	5,000,000	5,000,000		25,000,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

2020 Planned Expenditures - \$5,000,000 (major projects include):

- Turbine/generator overhaul (\$1,400,000)
- Water Treatment system Upgrade (\$950,000)
- Primary air system modifications (\$540,000)
- Baghouse refurbishment (\$450,000)
- Primary superheater upgrade in unit 1 (\$900,000)
- Other small projects (\$760,000)

2021 Planned Expenditures - \$5,000,000 (major projects include):

- Super Heater Replacement in unit 2 (\$1,660,000)
- Ash Handling system refurbishment (\$1,600,000)
- Primary Air System Upgrade (\$440,000)
- Data Control Systems Upgrade (\$450,000)
- Other small projects (\$850,000)

2022 Planned major projects include:

- Upgrade pebble lime silo discharger
- Improve vibration monitoring equipment
- Replace secondary superheater tubes in unit #2
- Replace rear furnace walls in both boilers
- Replace feed chute hopper, drag chain and dolomitic screw

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:

No changes.

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 engineering 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: \$36,293,000
- Balance as of 12/21/20: \$ 2,533,000

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.

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 NRG 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	2020	2021	2022	2023	2024	Beyond 2024	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: 2022
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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Enterprise					750,000	1,000,000	1,000,000	1,000,000		3,750,000
Total					750,000	1,000,000	1,000,000	1,000,000		3,750,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction					600,000	800,000	800,000	800,000		3,000,000
Consulting					75,000	100,000	100,000	100,000		375,000
Contingency					75,000	100,000	100,000	100,000		375,000
Total					750,000	1,000,000	1,000,000	1,000,000		3,750,000

Project Name: 1006391 Energy Center Improvements 2021-2025	Funding Start: 2022
Major Program: Public Works	Funding Completion: 2025
Department: Environment & Energy	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <ul style="list-style-type: none"> • 2020 - Feed water pumps (\$275,000) isolation valves (\$125,000) Burner Management upgrades (\$328,000) Boiler steam NRV upgrade (\$196,000) • 2021 - Burner Management upgrade (\$338,000), phase II control upgrade (\$281,000), remote control isolation valves (\$225,000), server room (\$87,000), brine tank (\$103,000) • 2022 - Burner Management upgrade, cooling tower fans, remote controlled isolation valves, facility preservation projects • 2023 - Burner Management, condensate polishers, • 2024 - Cooling tower fill, burner management, cooling tower structural 	<p>Board Resolutions / Supplemental Information:</p> <p>This project will replace the following capital project:</p> <ul style="list-style-type: none"> • Energy Center Improvements 2016-2020 (#1003375) • Funded Budget: \$4,175,000 • <u>Expenditures & Encumbrances:</u> \$285,000 • Balance as of 12/21/20: \$3,890,000 <p>NOTE: Bonding is assumed to be general obligation debt supported by Energy Center revenues.</p> <p>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.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p>	
<p>Changes from Prior CIP:</p> <p>The 2021 estimate has decreased \$1,080,000 from the 2020 estimate as no funding is being requested in 2021 as project managers will work to spend down the balances in prior projects before request future funds in this project.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			1,050,000	750,000	1,000,000	1,000,000	1,000,000	4,800,000
Administrator Proposed			1,050,000	750,000	1,000,000	1,000,000	1,000,000	4,800,000
CBTF Recommended			1,050,000	750,000	1,000,000	1,000,000	1,000,000	4,800,000
Board Approved Final			1,050,000	750,000	1,000,000	1,000,000	1,000,000	4,800,000

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 or 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Enterprise Income				350,000	500,000	500,000	300,000	300,000		1,950,000
Total				350,000	500,000	500,000	300,000	300,000		1,950,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				300,000	450,000	400,000	250,000	250,000		1,650,000
Consulting				25,000	25,000	50,000	25,000	25,000		150,000
Contingency				25,000	25,000	50,000	25,000	25,000		150,000
Total				350,000	500,000	500,000	300,000	300,000		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	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Projects Planned:</p> <ul style="list-style-type: none"> • 2020 (\$335,000): Architectural (\$40K); Electrical (\$25K); Mechanical (\$270K); • 2021 (\$315,000): Architectural (\$195K); Electrical (\$50K); Life Safety (\$20K); Mechanical (\$20K); 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>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> \$ 399,000 • Balance as of 12/21/2020: \$ 651,000 <p>This prior capital project will be closed in January 2021 and any remaining balance will not be used. All planned work in 2021 will come from the current capital project (#1006392).</p>
<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	2020	2021	2022	2023	2024	Beyond 2024	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

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 12,500 tons in 2018 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 up to 13,850 square foot expansion to the east side of the transfer station building. The layout would add a new entrance door to the organics area for delivering 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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO Enterprise				1,000,000	1,000,000					2,000,000
State - Other				1,000,000	1,000,000					2,000,000
Total				2,000,000	2,000,000					4,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				1,600,000	1,600,000					3,200,000
Consulting				200,000	200,000					400,000
Contingency				200,000	200,000					400,000
Total				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	2021 Budget	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

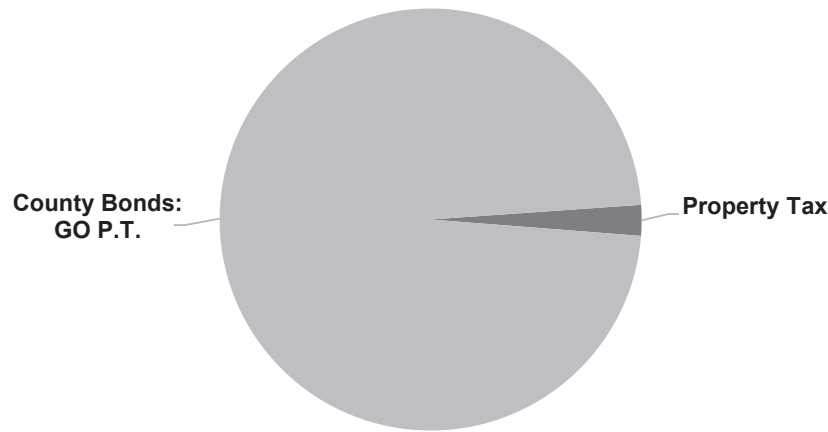
<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2018 Design: 2021 Procurement: 2021 Construction: 2021-2022 Completion: 2022</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p> <hr/> <p>Changes from Prior CIP:</p> <p>No change.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The Minnesota Pollution Control Agency (MPCA) intends to include \$2,000,000 for the organics expansion project at the Brooklyn Park Transfer Station in the next state bonding request. A prior request was supported by the MPCA, but was not included in the final state bonding bill. The county continues to work with the MPCA to secure these state funds. The project will be able to proceed once the state funds are secured.</p>
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Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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

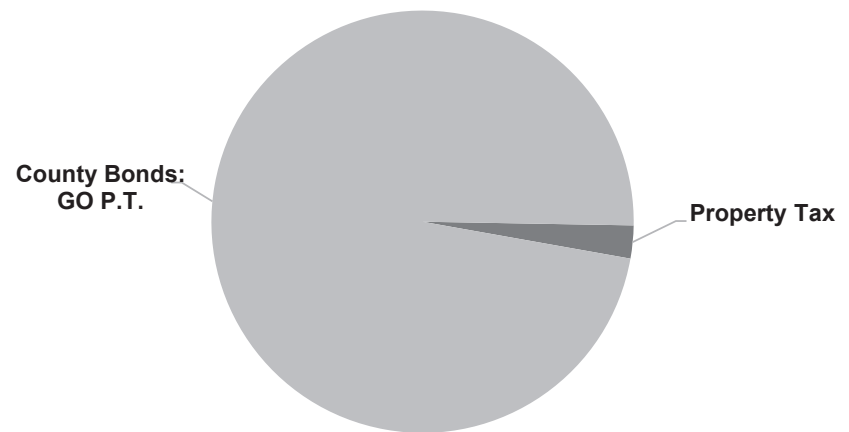
Public Safety

The Public Safety 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 are Public Safety & Justice, County Attorney's Office, 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.

2021 Budget



2021 - 2025 CIP

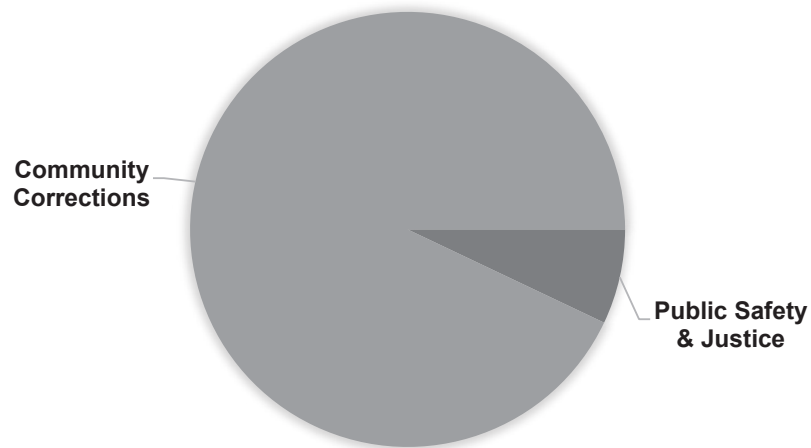


Revenue Category	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Property Tax	300,000	2.4%	500,000	0	0	200,000	1,000,000	2.5%
County Bonds: GO P.T.	12,465,000	97.6%	13,765,000	5,995,000	4,465,000	2,000,000	38,690,000	97.5%
Total	12,765,000	100.0%	14,265,000	5,995,000	4,465,000	2,200,000	39,690,000	100.0%

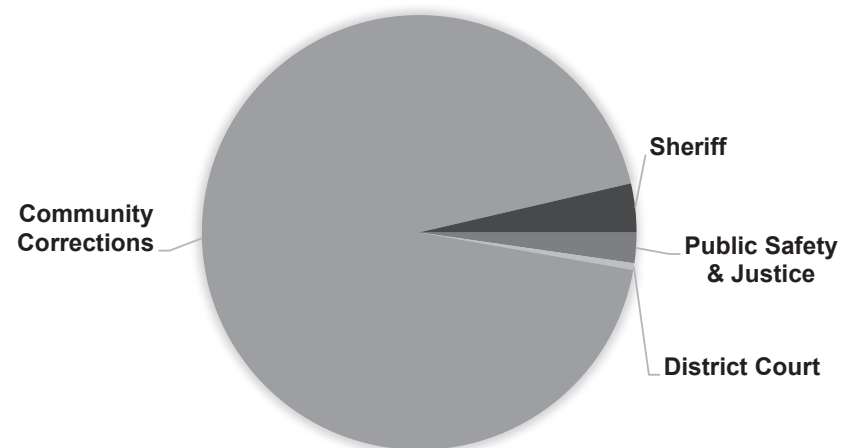
County Bonds: GO P.T. represents county issued general obligation (GO) bonds supported by property tax (P.T.) revenue.

Public Safety Expenditures

2021 Budget



2021 - 2025 CIP



Expenditure Area	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Public Safety & Justice	900,000	7.1%	0	0	0	0	900,000	2.3%
District Court	0	0.0%	0	0	0	200,000	200,000	0.5%
Community Corrections	11,865,000	92.9%	13,055,000	5,765,000	4,465,000	2,000,000	37,150,000	93.6%
Sheriff	0	0.0%	1,210,000	230,000	0	0	1,440,000	3.6%
Total	12,765,000	100.0%	14,265,000	5,995,000	4,465,000	2,200,000	39,690,000	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	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
	Grand Total		1,261,740,804	504,781,992	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	347,265,000	2,651,354,264
	PUBLIC SAFETY AND JUDICIARY		19,994,000	12,714,129	12,765,000	14,265,000	5,995,000	4,465,000	2,200,000	0	59,684,000
	Public Safety & Justice		3,984,000	904	900,000	0	0	0	0	0	4,884,000
III-2	1004451 Emergency Communications ARMER System Upgrade		3,984,000	904	900,000	0	0	0	0	0	4,884,000
	Bonds - GO		3,984,000		900,000	0	0	0	0	0	4,884,000
	District Court		4,000,000	3,214,000	0	0	0	0	200,000	0	4,200,000
III-4	1006378 District Court Digital Evidence Technology		4,000,000	3,214,000	0	0	0	0	0	0	4,000,000
	Bonds - GO		1,500,000		0	0	0	0	0	0	1,500,000
	State - Other		2,500,000		0	0	0	0	0	0	2,500,000
III-6	1008036 District Court Psychological Services Expansion		0	0	0	0	0	100,000	0	0	100,000
	Property Tax		0	0	0	0	0	100,000	0	0	100,000
III-8	1008037 New In-custody Courtroom		0	0	0	0	0	100,000	0	0	100,000
	Property Tax		0	0	0	0	0	100,000	0	0	100,000
	Community Corrections & Rehabilitation		11,200,000	8,689,225	11,865,000	13,055,000	5,765,000	4,465,000	2,000,000	0	48,350,000
III-10	1006380 DOCCR ACF Asset Protection 2019-2025		8,000,000	6,328,453	11,565,000	10,755,000	3,765,000	2,465,000	0	0	36,550,000
	Bonds - GO		8,000,000		11,565,000	10,755,000	3,765,000	2,465,000	0	0	36,550,000
III-12	1005168 ACF Program Services Remodel		0	0	0	100,000	0	0	0	0	100,000
	Property Tax		0	0	0	100,000	0	0	0	0	100,000
III-14	1006379 DOCCR CHS Asset Protection 2019-2025		3,200,000	2,360,772	0	2,000,000	2,000,000	2,000,000	2,000,000	0	11,200,000
	Bonds - GO		3,200,000		0	2,000,000	2,000,000	2,000,000	2,000,000	0	11,200,000
III-16	1008041 ACF Campus Master Plan Study		0	0	300,000	0	0	0	0	0	300,000
	Property Tax		0	0	300,000	0	0	0	0	0	300,000
III-18	1008038 ACF Men's Visitation/Education & Staff Training Remodeling		0	0	0	100,000	0	0	0	0	100,000
	Property Tax		0	0	0	100,000	0	0	0	0	100,000
III-20	0031843 ACF Women's Section Expansion		0	0	0	100,000	0	0	0	0	100,000
	Property Tax		0	0	0	100,000	0	0	0	0	100,000
	Sheriff		810,000	810,000	0	1,210,000	230,000	0	0	0	2,250,000
III-22	1006425 New Sheriff's Law Enforcement Center		0	0	0	100,000	0	0	0	0	100,000
	Property Tax		0	0	0	100,000	0	0	0	0	100,000
III-24	1007652 Joint HC / Maple Grove Gun Range & Training Center		0	0	0	100,000	0	0	0	0	100,000
	Property Tax		0	0	0	100,000	0	0	0	0	100,000
III-26	1007214 Sheriff's Furniture Upgrades		810,000	810,000	0	1,010,000	230,000	0	0	0	2,050,000
	Bonds - GO		810,000		0	1,010,000	230,000	0	0	0	2,050,000

Project Name: 1004451 Emergency Communications ARMER System Upgrade
Major Program: Public Safety and Judiciary
Department: Public Safety & Justice

Funding Start: 2016
Funding Completion: 2021

Summary:

This project is to cover Hennepin County's share of a statewide upgrade to the Allied Radio Matrix for Emergency Response (ARMER) 800 megahertz radio network.

Purpose & Description:

The Motorola Interoperable Radio System (STR 3000) is part of the Allied Radio Matrix for Emergency Response (ARMER) 800 Megahertz radio network, was installed in 2000-2001 and reached the end of life in July, 2014. There are eighteen antenna sites across Hennepin County and each antenna site contains several radio base stations where the public safety communication channels feed. Hennepin County has 357 base stations, of which, 319 need to be upgraded to the new internet protocol (IP) based system. These base stations serve all users (except Minneapolis) in Hennepin County, not just those agencies in which dispatch services are provided for from the Hennepin County Sheriff's Office.

Hennepin County has an opportunity to take advantage of significant savings by performing the required radio upgrade beginning in 2016. The State Emergency Communications Board has authorized a 50 percent matching grant that will be used to purchase the equipment and assist in the overall cost reduction for state and local entities. In addition, Motorola has offered another 20 percent discount to state and local entities that enter into a five-year upgrade agreement which would bring the total savings to approximately \$1,265,000. This system upgrade is a collaborative effort between 17 other agencies/counties in the region and must be performed simultaneously.

The current ARMER system has lasted 15 years, it is anticipated that the upgraded ARMER system will also last at least 15 years before a replacement system is needed.

The final year of funding will finalize the ARMER system upgrade by integrating the microwave transport system is a component of the ARMER system. The transport system provides connectivity between sites. This component of the ARMER is no longer supported by the manufacturer. The microwave system network consists of 11 tower sites. At each site, microwave radios transmit signals via microwave dishes to adjacent sites in a loop configuration forming a ring. In addition, the existing network is based on T1 technology. To accommodate upcoming versions of the ARMER system an Ethernet based microwave system will be needed.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	3,984,000	3,983,096	904	900,000						4,884,000
Total	3,984,000	3,983,096	904	900,000						4,884,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Equipment	3,984,000	3,983,096	904	900,000						4,884,000
Total	3,984,000	3,983,096	904	900,000						4,884,000

Project Name: 1004451 Emergency Communications ARMER System Upgrade	Funding Start: 2016
Major Program: Public Safety and Judiciary	Funding Completion: 2021
Department: Public Safety & Justice	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	3,984,000	900,000						4,884,000
Administrator Proposed	3,984,000	900,000						4,884,000
CBTF Recommended	3,984,000	900,000						4,884,000
Board Approved Final	3,984,000	900,000						4,884,000

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:
 Rates are determined by the Metropolitan Emergency Service Board (MESB), and passed through to users of the system. Rates have not been determined and likely will not be until the project is completed in 2020.

Changes from Prior CIP:
 No change.

Board Resolutions / Supplemental Information:

12/15/2015 - Administrator Ammendment #12 for the 2016 Operating Budget was approved by the County Board to pay for the first year of implementation of the Motorola upgrade.

After the discounts and grants are applied, the cost to the county for the upgrade is \$995,774 annually from 2016-2020, with the 2016 charge being paid for using operating fund balances (as noted above).

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	2,988,000	996,000	900,000					4,884,000
Administrator Proposed	2,988,000	996,000	900,000					4,884,000
CBTF Recommended	2,988,000	996,000	900,000					4,884,000
Board Approved Final	2,988,000	996,000	900,000					4,884,000

Project Name: 1006378 District Court Digital Evidence Technology
Major Program: Public Safety and Judiciary
Department: District Court

Funding Start: 2020
Funding Completion:

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 has not yet been finalized. Project costs are subject to significant variability and increases.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	1,500,000	218,136	1,281,864							1,500,000
State - Other	2,500,000		2,500,000							2,500,000
Total	4,000,000	218,136	3,781,864							4,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction		603,568	(603,568)							
Consulting		109,864	(109,864)							
Furnishings		4,704	(4,704)							
Contingency	4,000,000		4,000,000							4,000,000
Total	4,000,000	718,136	3,281,864							4,000,000

Project Name: 1006378 District Court Digital Evidence Technology	Funding Start: 2020
Major Program: Public Safety and Judiciary	Funding Completion:
Department: District Court	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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)
 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:

This was an order of magnitude estimate in 2020. 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 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: 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: Future implementation of digital evidence technology on 55 courtrooms located in Downtown (Government Center, Juvenile Justice Center, Public Safety Facility) and Suburban locations (Brookdale Regional Center, Ridgedale Regional Center). 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. The project is expected to be phased over multiple years.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	3,250,000	2,750,000	4,750,000	3,750,000	3,750,000	1,750,000		20,000,000
Administrator Proposed	3,250,000	750,000	4,750,000	3,750,000	3,750,000	1,750,000		18,000,000
CBTF Recommended	3,250,000	750,000	4,750,000	3,750,000	3,750,000	1,750,000		18,000,000
Board Approved Final	3,250,000	750,000	4,750,000	3,750,000	3,750,000	1,750,000		18,000,000

Project Name: 1008036 District Court Psychological Services Expansion
Major Program: Public Safety and Judiciary
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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax								100,000		100,000
Total								100,000		100,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting								100,000		100,000
Total								100,000		100,000

Project Name: 1008036 District Court Psychological Services Expansion	Funding Start: 2025
Major Program: Public Safety and Judiciary	Funding Completion: 2025
Department: District Court	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: TBD 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>This is a new project request.</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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008037 New In-custody Courtroom
Major Program: Public Safety and Judiciary
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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax								100,000		100,000
Total								100,000		100,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting								100,000		100,000
Total								100,000		100,000

Project Name: 1008037 New In-custody Courtroom	Funding Start: 2025
Major Program: Public Safety and Judiciary	Funding Completion: 2025
Department: District Court	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: TBD 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>This is a new project request.</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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1006380 DOCCR ACF Asset Protection 2019-2025
Major Program: Public Safety and Judiciary
Department: Community Corrections & Rehabilitation

Funding Start: 2019
Funding Completion: 2024

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 in order 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 audit, which occurred in 2013, a new facility audit will be conducted in 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	8,000,000	828,579	7,171,421	11,565,000	10,755,000	3,765,000	2,465,000			36,550,000
Total	8,000,000	828,579	7,171,421	11,565,000	10,755,000	3,765,000	2,465,000			36,550,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	7,200,000	342,702	6,857,298	9,098,000	8,654,000	3,139,000	1,896,000			29,987,000
Consulting	400,000	1,357,431	(957,431)	1,374,000	1,166,000	211,000	190,000			3,341,000
Equipment				56,000	67,000	30,000				153,000
Furnishings					6,000					6,000
Other Costs		316	(316)							
Contingency	400,000		400,000	1,037,000	862,000	385,000	379,000			3,063,000
Total	8,000,000	1,700,449	6,299,551	11,565,000	10,755,000	3,765,000	2,465,000			36,550,000

Project Name: 1006380 DOCCR ACF Asset Protection 2019-2025	Funding Start: 2019
Major Program: Public Safety and Judiciary	Funding Completion: 2024
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Board Resolutions / Supplemental Information:

This project contains the following components:

ITEM	2020	2021	2022	2023	2024	Sub Total
Men's Cell Block HVAC	\$7,239,000	\$2,749,000	\$2,749,000			\$12,737,000
Men's Cell Block Windows		\$1,795,000	\$1,795,000			\$3,590,000
Men's Cell Block Bunks		\$1,824,000	\$1,824,000			\$3,648,000
Men's Segregation Unit		\$1,200,000				\$1,200,000
Men's Shower		\$207,000	\$2,139,000			\$2,346,000
Men's Main Hallway/Dining			\$150,000	\$1,873,000		\$2,023,000
Other Campus-wide Preservation	\$761,000	\$3,790,000	\$2,098,000	\$1,892,000	\$2,465,000	\$11,006,000
Sub Total	\$8,000,000	\$11,565,000	\$10,755,000	\$3,765,000	\$2,465,000	\$36,550,000

Project's Effect on County Priorities and the Operating Budget:
Upgrades and replacements completed as part of this project will provide avoidance of future intangible repair costs.

Changes from Prior CIP:
The 2021 estimate has increased \$15,375,000 over the 2020-2025 budget due in large part to new information learned during a holistic assessment of the ACF campus that was completed in the fall of 2019. Greater detail of the scope is now known which has increased costs, as well as two previously approved capital projects will now be completed out of this project to allow work to be done more efficiently and transparently; these older capital projects will be closed and no money will be spent out of them.

The following capital projects that were approved in prior Capital Budget cycles will be closed as the work will be completed out of this campus-wide capital project.

- 1005223 ACF Seg & Iso Unit Remodel (\$700k)
- 1005167 ACF Men's Steel Bunk Replacement (\$1.8m)

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 10063800) ...in an amount not to exceed \$1,263,720 be approved;

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	4,000,000	4,000,000	4,000,000	2,000,000	1,000,000	6,175,000		21,175,000
Administrator Proposed	4,000,000	4,000,000	4,000,000	2,000,000	1,000,000	6,175,000		21,175,000
CBTF Recommended	4,000,000	4,000,000	4,000,000	2,000,000	1,000,000	6,175,000		21,175,000
Board Approved Final	4,000,000	4,000,000	4,000,000	2,000,000	1,000,000	6,175,000		21,175,000

Project Name: 1005168 ACF Program Services Remodel
Major Program: Public Safety and Judiciary
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 a number of support services areas as noted:

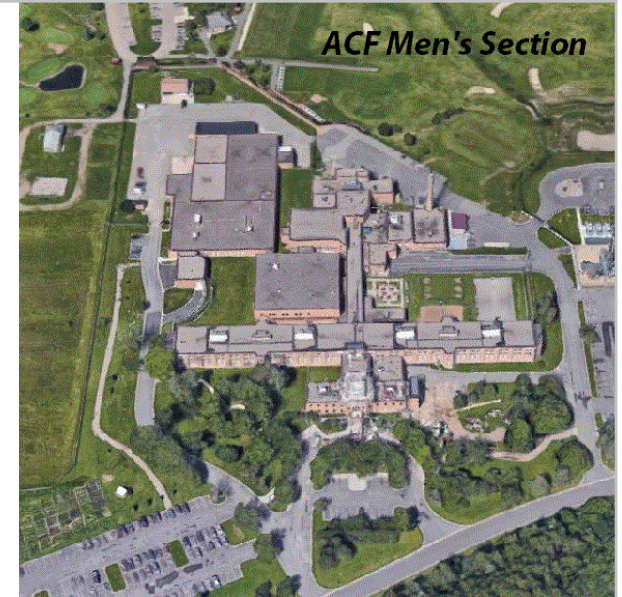
The Laundry Room, located on the 1st floor, will require a new single-user ADA compliant toilet room and remodeling to provide an acoustic absorptive ceiling system to control noise levels produced by the machines in this space. Other areas of the first floor will need remodeling to provide ADA compliant 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					100,000					100,000
Total					100,000					100,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting					100,000					100,000
Total					100,000					100,000

Project Name: 1005168 ACF Program Services Remodel	Funding Start: 2022
Major Program: Public Safety and Judiciary	Funding Completion: 2022
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Scoping: 2022
 Design: TBD
 Procurement: TBD
 Construction: TBD
 Completion: TBD

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

Although the operating budget savings cannot yet be quantified, the project will decrease the need for additional space by creating more efficient and effective working spaces within the existing footprint. Since 2014, Facility Services has been responsible for maintenance and repairs at the ACF.

Changes from Prior CIP:

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.

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.

The current budget estimate for this project is a very preliminary, order of magnitude estimate. 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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		240,000	4,025,000					4,265,000
Administrator Proposed			255,000	4,225,000				4,480,000
CBTF Recommended			255,000	4,225,000				4,480,000
Board Approved Final			255,000	4,225,000				4,480,000

Project Name: 1006379 DOCCR CHS Asset Protection 2019-2025
Major Program: Public Safety and Judiciary
Department: Community Corrections & Rehabilitation

Funding Start: 2019
Funding Completion: 2025

Summary:

This project will provide asset protection to the existing Department of Community Corrections & Rehabilitation (DOCCR) County Home School (CHS) campus focusing on facilities infrastructure and equipment replacement over a six to ten year period to maintain the current facility and keep it in good operating condition.

Purpose & Description:

The total existing building area is 105,860 GSF on a campus of 146.5 acres. The oldest building on the CHS campus is 72 years old and the newest building is 19 years old. Aging buildings and infrastructure need to be either replaced or significantly upgraded in order for CHS to continue operations long term. Mechanical, roofing and utility upgrades are needed at this property. Other infrastructure upgrades (HVAC, ADA, bituminous, etc) are also slated to be upgraded over the next few years. Many of the deficiencies relate to aging buildings and mechanical, electrical and utility systems that are at the end of their anticipated life cycles and/or no longer code compliant.

The project scope will include the following work to the campus ranging from Most Urgent to Less Urgent to Least Urgent work as defined by a previous Facility Condition Assessment completed in 2017 and Facility Services 5-year deficiency plans:

- **Most Urgent (Replacements planned for 2018-2022):** Includes replacement of aging sanitary and sewer piping, replacement of mechanical equipment, replacement of the utility tunnel, replacement of the electrical distribution equipment, Parking lot replacement and storm water management projects have been moved up to 2020 due to premature failures, other asset protection items identified during facility inspections.
- **Less Urgent (Replacements planned for 2022-2026):** Includes a new storm water management system on site with underground piping, major sidewalk, generator, fire alarm system and replacement of the HVAC system in the Classroom Building, additional site lighting and security cameras and other asset protection items identified during facility inspections.
- **Least Urgent (Replacements within 10 years 2017-2027):** Includes full replacement of flat roofing systems, Asbestos abatement, Building Code and accessibility upgrades, reconstruction of vestibule at the East side of Classroom Building, and other asset protection items identified during facility inspections.

In March 2020, just prior to the Covid-19 pandemic, Facility Services selected Leo A Daly to conduct a master plan of the CHS campus. This master plan has not been awarded as it is pending direction from County Administration. This planning effort will verify the project scope and schedule, which will likely result in the cost estimate being revised and better defined. Additionally, the potential implementation of a new program services model for DOCCR on this campus will affect overall timing and scope.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	3,200,000	634,640	2,565,360		2,000,000	2,000,000	2,000,000	2,000,000		11,200,000
Total	3,200,000	634,640	2,565,360		2,000,000	2,000,000	2,000,000	2,000,000		11,200,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	1,784,000	199,004	1,584,996		1,600,000	1,600,000	1,600,000	1,600,000		8,184,000
Consulting	436,000	240,840	195,160		200,000	200,000	200,000	200,000		1,236,000
Equipment	655,000	396,848	258,152							655,000
Other Costs		2,536	(2,536)							
Contingency	325,000		325,000		200,000	200,000	200,000	200,000		1,125,000
Total	3,200,000	839,228	2,360,772		2,000,000	2,000,000	2,000,000	2,000,000		11,200,000

Project Name: 1006379 DOCCR CHS Asset Protection 2019-2025	Funding Start: 2019
Major Program: Public Safety and Judiciary	Funding Completion: 2025
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	3,200,000		2,000,000	2,000,000	2,000,000	2,000,000		11,200,000
Administrator Proposed	3,200,000		2,000,000	2,000,000	2,000,000	2,000,000		11,200,000
CBTF Recommended	3,200,000		2,000,000	2,000,000	2,000,000	2,000,000		11,200,000
Board Approved Final	3,200,000		2,000,000	2,000,000	2,000,000	2,000,000		11,200,000

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:
To be determined.

Changes from Prior CIP:
No change.

Board Resolutions / Supplemental Information:

The County Home School (CHS) is located in Minnetonka, at 14300 County Road 62 and consists of 5 buildings (Administration, Classroom, Boiler Plant, Garage and out buildings) and 3 Residential Cottages. The CHS houses and schools juveniles who are court ordered into its care. Residents stay until they have turned 19 years of age.

Notes:

- Work that will be done in 2020 will include sidewalk repairs, garage door replacements, retaining wall replacement, cottage plumbing upgrades, domestic water pipe replacement and planning work for the long term use of the CHS campus. Any work done in 2020 will not be affected by the long term plan for the campus.
- Replacement of the aging sanitary sewer, estimated at approximately \$600,000, is now included in this project.
- Fire system and emergency generator upgrades (\$750,000) are planned for 2022 & 2024.
- Funds are available in this project for programmatic and facility development master planning if deemed necessary by County Administration.
- Parking lot replacement (including lot lighting replacements) and storm water management projects have been moved up from 2022-2026, this work will be completed in 2020-2021 due to premature failures (\$800,000).

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	1,400,000	1,800,000	7,790,000	5,150,000	4,205,000	540,000		20,885,000
Administrator Proposed	1,400,000	1,800,000	2,000,000	2,000,000	2,000,000	2,000,000		11,200,000
CBTF Recommended	1,400,000	1,800,000	2,000,000	2,000,000	2,000,000	2,000,000		11,200,000
Board Approved Final	1,400,000	1,800,000	2,000,000	2,000,000	2,000,000	2,000,000		11,200,000

Project Name: 1008041 ACF Campus Master Plan Study
Major Program: Public Safety and Judiciary
Department: Community Corrections & Rehabilitation

Funding Start: 2021
Funding Completion: 2021

Summary:

This project will conduct a 20-year comprehensive facility master plan for the Adult Corrections Facility campus, which will include operational and facility design improvements.

Purpose & Description:

The Adult Corrections Facility, located at 1145 Shenandoah Lane in Plymouth, Minnesota, provides short-term custody (less than one year) and programming for adult residents convicted of felony, gross misdemeanor and misdemeanor offenses.

During 2018 and 2019, several facility assessments were completed addressing the conditions in the Men's Section, the Women's Section expansion, Program and Services area remodel, cellblock coordination, asset protection, and scoping of the Industry Area.

This capital project will leverage and incorporate these assessments as part of a broader 20-year master planning effort emphasizing: (1) revised current and future operational programming which focuses on client rehabilitation through learning, working, and family involvement; (2) increased collaboration with the Human Services and Public Health Departments, adult field service divisions and community partners (furthering the Transition from Jail to Community initiative); (3) deferred maintenance, aging building and infrastructure; and (4) a remodeled facility that accommodates therapeutic interventions, employment, and education for successful re-entry into the community.

This 20-year master plan for the Adult Corrections Facility will require full cooperation of justice partners, recognition of client status, risk-needs and culturally specific needs. Recommendations from the 20-year mater plan will likely require modifications to the facility design and change to the staffing plan.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax				300,000						300,000
Total				300,000						300,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting				300,000						300,000
Total				300,000						300,000

Project Name: 1008041 ACF Campus Master Plan Study	Funding Start: 2021
Major Program: Public Safety and Judiciary	Funding Completion: 2021
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	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

Scheduling Milestones (major phases only):
 Scoping: 2nd Qtr 2021
 Design: TBD
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:
 To be determined.

Changes from Prior CIP:
 This is a new project request.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008038 ACF Men's Visitation/Education & Staff Training Remodeling
Major Program: Public Safety and Judiciary
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. Each resident will go through training and counseling to provide a foundation for parenting skills, with the skill taught at the Education Center.

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). As part of this project, a new Office space for staff will be incorporated.

The overall project size will be approximately 17,600 USF.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					100,000					100,000
Total					100,000					100,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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: Public Safety and Judiciary	Funding Completion: 2022
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):
 In the 1st quarter of 2020, a scoping study was completed by Facility Services.

Scoping: 2019
 Design: 2022
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Board Resolutions / Supplemental Information:

Project's Effect on County Priorities and the Operating Budget:
 It is anticipated that there will be increase operational costs with these three programs including staffing, contracting, and facility costs (heating, electrical, plumbing, maintenance, janitorial, etc.).

Annual costs for Utility and Janitorial costs will be approximately \$34,000 total.

Changes from Prior CIP:
 This is a new project request. 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 0031843 ACF Women's Section Expansion
Major Program: Public Safety and Judiciary
Department: Community Corrections & Rehabilitation

Funding Start: 2022
Funding Completion: 2022

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 Women's Section has established 85% (66 beds) as its operational bed capacity. The average daily population totals for the last nine years are as follows:

2011: 68 2012: 66 2013: 59 2014: 56 2015: 57 2016: 59.5 2017: 68 2018: 71 2019: 70

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					100,000					100,000
Total					100,000					100,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting					100,000					100,000
Total					100,000					100,000

Project Name: 0031843 ACF Women's Section Expansion	Funding Start: 2022
Major Program: Public Safety and Judiciary	Funding Completion: 2022
Department: Community Corrections & Rehabilitation	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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:
 The current budget estimate for this project is a very preliminary, order of magnitude estimate. 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.

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

Changes from Prior CIP:
 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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested				200,000	6,700,000			6,900,000
Administrator Proposed				200,000	6,700,000			6,900,000
CBTF Recommended				200,000	6,700,000			6,900,000
Board Approved Final				200,000	6,700,000			6,900,000

Project Name: 1006425 New Sheriff's Law Enforcement Center
Major Program: Public Safety and Judiciary
Department: Sheriff

Funding Start: 2022
Funding Completion: 2022

Summary:

This project will implement the current facility study effort to remodel on site or build a new Sheriff's Law Enforcement Center, including a new training / gun range, 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 has 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 aforementioned 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. In addition, due to the need to provide Sheriff's Office staff with required firearm training, a Training / Gun Range has been included to for operational cost efficiencies and to offset future lease costs.

The new or remodeled facility would be approximately 100,000 SF total and house over 120 vehicles or trailers. A larger site than the current site is needed for the new/remodeled facility, staff and visitor parking, vehicle access and a canine training area.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					100,000					100,000
Total					100,000					100,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting					100,000					100,000
Total					100,000					100,000

Project Name: 1006425 New Sheriff's Law Enforcement Center	Funding Start: 2022
Major Program: Public Safety and Judiciary	Funding Completion: 2022
Department: Sheriff	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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 a new project request, although it has been submitted in prior years but never included in the approved CIP.

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 deleted 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.
- In the first half of 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 59,000 SF (currently 43,100 SF)
- Training 5,000 SF
- Gun Range 11,000 SF (currently leased)
- **TOTAL 100,000 SF**

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		200,000	9,950,000	28,000,000				38,150,000
Administrator Proposed								
CBTF Recommended			200,000					200,000
Board Approved Final								

Project Name: 1007652 Joint HC / Maple Grove Gun Range & Training Center
Major Program: Public Safety and Judiciary
Department: Sheriff

Funding Start: 2022
Funding Completion: 2022

Summary:

Work in conjunction with the City of Maple Grove to construct an expansion to the Maple Grove North Metro Range (NMR) regional public safety training facility.

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.

Additional classroom space will provide much needed space for modern training classes such as crisis intervention and de-escalation. 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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					100,000					100,000
Total					100,000					100,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting					100,000					100,000
Total					100,000					100,000

Project Name: 1007652 Joint HC / Maple Grove Gun Range & Training Center	Funding Start: 2022
Major Program: Public Safety and Judiciary	Funding Completion: 2022
Department: Sheriff	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The City of Maple Grove is requesting \$6,500,000 in State of Minnesota general obligation bond funds as part of the 2020 state bonding bill to prepare a site, design, and construct an approximately 24,000 square foot expansion of the Maple Grove North Metro Range (NMR) regional public safety training facility located in Maple Grove, Hennepin County. The expansion will occur on property owned by the City of Maple Grove. The total project cost is expected to be \$13,000,000.</p>
<p>Changes from Prior CIP:</p> <p>This is a new project request, although it has been submitted in prior years but never included in the approved CIP.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed		8,000,000						8,000,000
CBTF Recommended								
Board Approved Final								

Project Name: 1007214 Sheriff's Furniture Upgrades
Major Program: Public Safety and Judiciary
Department: Sheriff

Funding Start: 2020
Funding Completion: 2023

Summary:

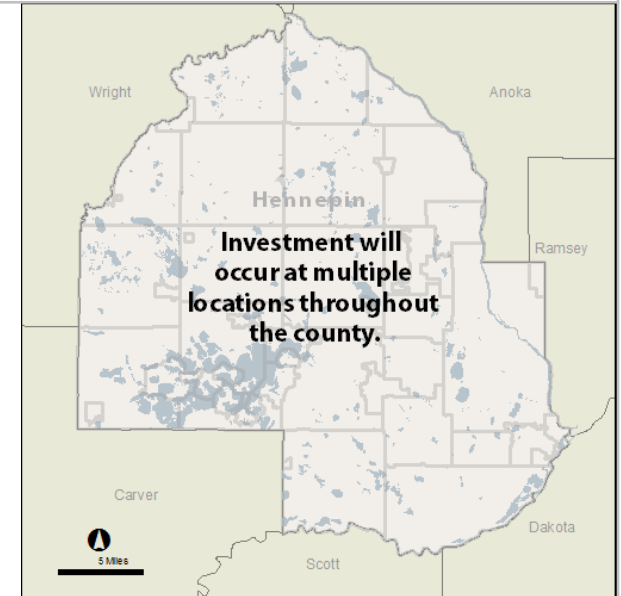
This project will provide new ergonomic furnishings for Sheriff's office staff in county occupied locations that are not already scheduled for a capital project remodel.

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	810,000		810,000		1,010,000	230,000				2,050,000
Total	810,000		810,000		1,010,000	230,000				2,050,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	54,000		54,000		49,000	18,000				121,000
Furnishings	663,000		663,000		751,000	195,000				1,609,000
Other Costs	12,000		12,000		142,000					154,000
Contingency	81,000		81,000		68,000	17,000				166,000
Total	810,000		810,000		1,010,000	230,000				2,050,000

Project Name: 1007214 Sheriff's Furniture Upgrades	Funding Start: 2020
Major Program: Public Safety and Judiciary	Funding Completion: 2023
Department: Sheriff	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Work in 2020 consists of the first phase of furniture upgrades in the Basement Level of the Public Safety Facility. This work will replace furniture in 32 workstations and 5 offices as well as replace worn millwork in the heavily used intake area.</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>The 2021 estimate has increased \$250,000 over the 2020-2024 budget due to deferring the project schedule one year, as well as to the inclusion of prevailing wage that was not factored in prior estimates, prevailing wage is valued at \$850 per workstation.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Top Priority:</p> <ul style="list-style-type: none"> ● Public Safety Facility: Basement (42 Workstations / 10 Offices) ● Public Safety Facility: Second Floor (10 Workstations / 16 Offices) ● City Hall: Ground Floor Workstations (27 Workstations) ● Water Patrol: Upper Level (9 Workstations / 5 Offices) <p>Second Priority:</p> <ul style="list-style-type: none"> ● City Hall: Ground Floor Room 26/36/Permits (40 Workstations / 21 Offices) ● Public Safety Facility: First Floor (5 Workstations / 12 Offices) <p>Third Priority:</p> <ul style="list-style-type: none"> ● Government Center: A-Level ● City Hall: Ground Floor Room 6 (4 Workstations / 18 Offices)
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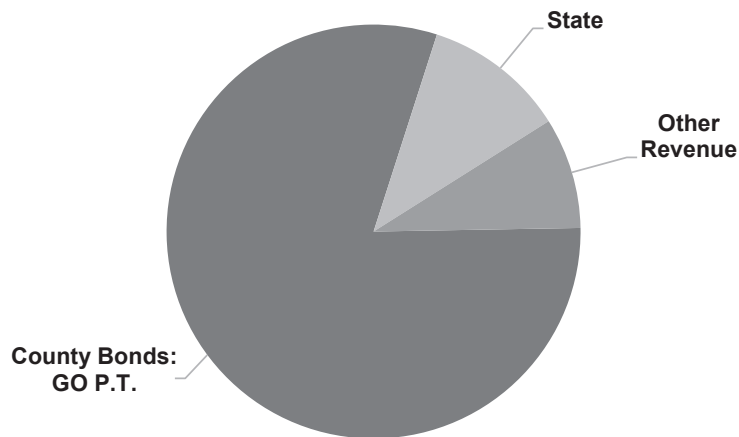
Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		810,000	805,000	185,000				1,800,000
Administrator Proposed		810,000	805,000	185,000				1,800,000
CBTF Recommended		810,000	805,000	185,000				1,800,000
Board Approved Final		810,000	805,000	185,000				1,800,000

Health

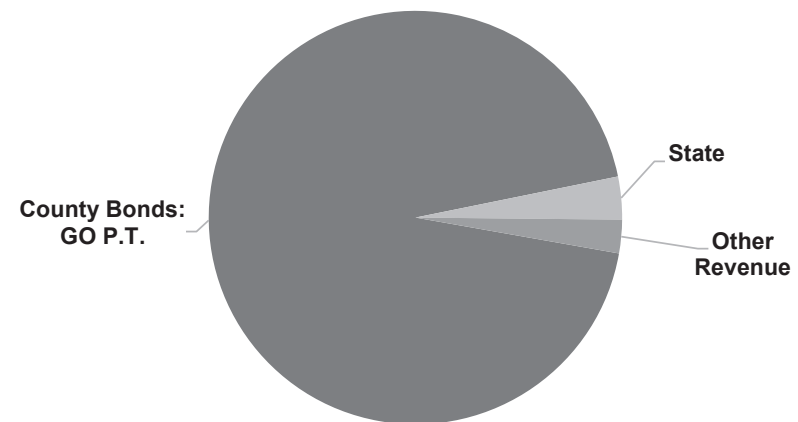
The Health program encompasses the county's health care activities. The county is the principal public agency responsible for providing services to the indigent. This major program consists of the following departments: Health Administration, Hennepin Health, NorthPoint Health & Wellness Center and the 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.

2021 Budget



2021 - 2025 CIP

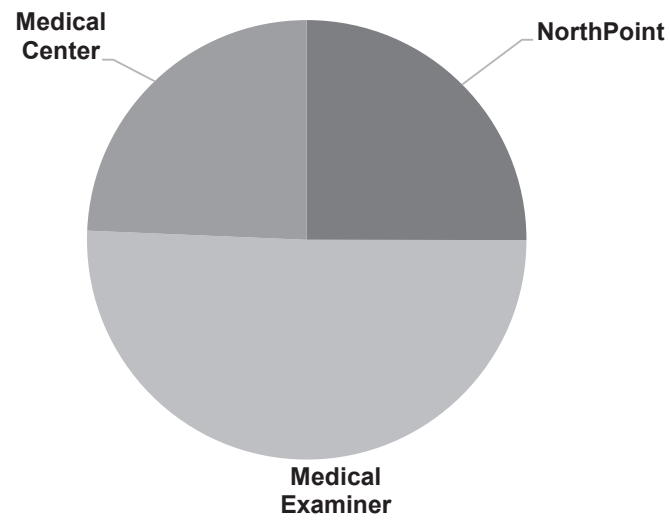


Revenue Category	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
County Bonds: GO P.T.	34,619,870	80.2%	36,605,000	42,200,000	10,500,000	10,500,000	134,424,870	94.1%
State	4,786,750	11.1%	0	0	0	0	4,786,750	3.3%
Other Revenue	3,743,380	8.7%	0	0	0	0	3,743,380	2.6%
Total	43,150,000	100.0%	36,605,000	42,200,000	10,500,000	10,500,000	142,955,000	100.0%

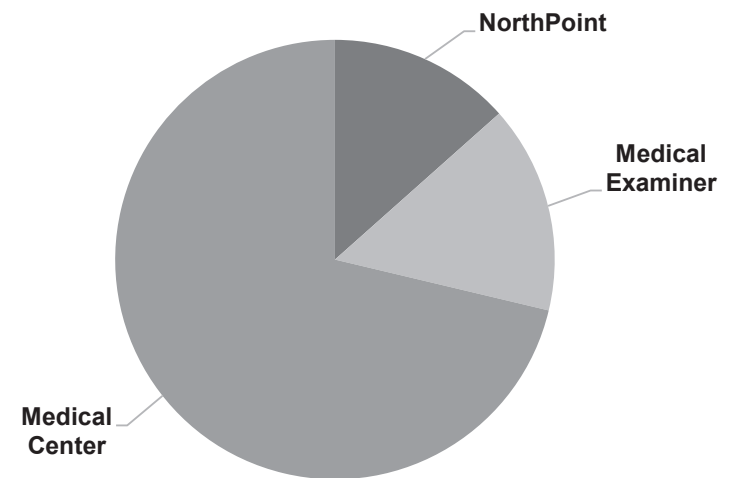
County Bonds: GO P.T. represents county issued general obligation (GO) bonds supported by property tax (P.T.) revenue.

Health Expenditures

2021 Budget



2021 - 2025 CIP



Expenditure Area	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
NorthPoint	10,795,000	25.0%	8,405,000	0	0	0	19,200,000	13.4%
Medical Examiner	21,855,000	50.7%	0	0	0	0	21,855,000	15.3%
Medical Center	10,500,000	24.3%	28,200,000	42,200,000	10,500,000	10,500,000	101,900,000	71.3%
Total	43,150,000	100.0%	36,605,000	42,200,000	10,500,000	10,500,000	142,955,000	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	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
	Grand Total		1,261,740,804	504,781,992	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	347,265,000	2,651,354,264
	HEALTH		119,485,000	63,371,329	43,150,000	36,605,000	42,200,000	10,500,000	10,500,000	0	262,440,000
	North Point Health & Wellness Center		61,950,000	45,686,015	10,795,000	8,405,000	0	0	0	0	81,150,000
IV-2	0031735 North Minneapolis Community Wellness Center		61,950,000	45,686,015	10,795,000	8,405,000	0	0	0	0	81,150,000
	Property Tax		100,000		0	0	0	0	0	0	100,000
	Bonds - GO		61,500,000		10,795,000	8,405,000	0	0	0	0	80,700,000
	Other		350,000		0	0	0	0	0	0	350,000
	Medical Examiner		30,985,000	(508,699)	21,855,000	0	0	0	0	0	52,840,000
IV-4	1002306 New Regional Medical Examiner's Facility		30,985,000	(508,699)	21,855,000	0	0	0	0	0	52,840,000
	Bonds - GO		12,591,250		13,324,870	0	0	0	0	0	25,916,120
	State - Other		13,716,250		4,786,750	0	0	0	0	0	18,503,000
	Other		4,677,500		3,743,380	0	0	0	0	0	8,420,880
	Medical Center		26,550,000	18,194,013	10,500,000	28,200,000	42,200,000	10,500,000	10,500,000	0	128,450,000
IV-6	1007546 HHS Asset Preservation 2021-2025		0	0	10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	0	52,500,000
	Bonds - GO		0		10,500,000	10,500,000	10,500,000	10,500,000	10,500,000	0	52,500,000
IV-8	1007542 HHS 625 Building Office Remodeling		800,000	800,000	0	5,200,000	6,000,000	0	0	0	12,000,000
	Bonds - GO		800,000		0	5,200,000	6,000,000	0	0	0	12,000,000
IV-10	1007543 HHS Master Plan Preparatory Phases		25,750,000	17,394,013	0	12,500,000	25,700,000	0	0	0	63,950,000
	Bonds - GO		25,750,000		0	12,500,000	25,700,000	0	0	0	63,950,000

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 approximately 137,000 SF with land acquisition and re-development of the NW, SW and SE quadrants of the intersection of Penn Ave and 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 2019), combined with a parking structure that includes 420 County-owned parking stalls for NorthPoint on the SE quadrant.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	100,000	100,000								100,000
Bonds - GO	61,500,000	34,546,828	26,953,172	10,795,000	8,405,000					80,700,000
Bonds - GO Library		0	0							
Transfer from other Funds		(19,825,366)	19,825,366							
Other	350,000	381,769	(31,769)							350,000
Total	61,950,000	15,203,231	46,746,769	10,795,000	8,405,000					81,150,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Land	5,700,000	6,017,837	(317,837)							5,700,000
Construction	40,293,550	2,109,864	38,183,686	9,695,000	6,560,000					56,548,550
Consulting	4,551,450	7,438,869	(2,887,419)							4,551,450
Equipment	856,000	131,469	724,531	1,100,000	1,845,000					3,801,000
Furnishings	2,827,000	346,727	2,480,273							2,827,000
Other Costs	1,407,000	333,610	1,073,390							1,407,000
Contingency	6,315,000		6,315,000							6,315,000
Total	61,950,000	16,378,376	45,571,624	10,795,000	8,405,000					81,150,000

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	2021 Budget	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

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 - 3rd Qtr 2020
Procurement: 4th Qtr 2020 - 1st Qtr 2021
Construction: 2nd Qtr 2021 - 3rd Qtr 2023
Completion: 4th Qtr 2023

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

Personnel costs are expected to increased by \$6,166,156 between 2016 and 2019.

Facility maintenance costs are expected to be \$8 per square foot for the 70,000 SF expansion, resulting in an increase of \$560,000 per year.

Changes from Prior CIP:

No change.

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 2016 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 Breakdown by subprojects:

Early planning efforts	\$ 1,300,000
NorthPoint Main Campus Development	\$52,375,000
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	\$81,150,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	57,950,000		16,000,000					73,950,000
Administrator Proposed	57,950,000	4,000,000	16,000,000	3,200,000				81,150,000
CBTF Recommended	57,950,000	4,000,000	16,000,000	3,200,000				81,150,000
Board Approved Final	57,950,000	4,000,000	16,000,000	3,200,000				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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	12,591,250	12,591,250	0	13,324,870						25,916,120
State - Other	13,716,250	3,430,000	10,286,250	4,786,750						18,503,000
Other	4,677,500		4,677,500	3,743,380						8,420,880
Total	30,985,000	16,021,250	14,963,750	21,855,000						52,840,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	21,708,000	25,018,179	(3,310,179)	16,978,000						38,686,000
Consulting	3,582,000	5,938,631	(2,356,631)	2,404,000						5,986,000
Equipment	2,819,000		2,819,000	58,000						2,877,000
Furnishings	767,000		767,000	604,000						1,371,000
Other Costs	101,000	614,087	(513,087)	76,000						177,000
Contingency	2,008,000		2,008,000	1,735,000						3,743,000
Total	30,985,000	31,570,897	(585,897)	21,855,000						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	2021 Budget	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

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 any state bonding support, will be Hennepin: 76.0%, Dakota 19.0%, and Scott 5.0% (Dakota and Scott contributions labeled as Other Revenues).

State Revenues detail: \$750,000 in 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). The total request for bonding support from the state was \$26.2 million dollars, or half of the total cost of the project. 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. The information in the predesign document is still applicable to receive state funding and will be used as the project moves forward.

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	26,307,500	4,677,500	17,170,000	4,685,000				52,840,000
Administrator Proposed	26,307,500	4,677,500	17,170,000	4,685,000				52,840,000
CBTF Recommended	26,307,500	4,677,500	17,170,000	4,685,000				52,840,000
Board Approved Final	26,307,500	4,677,500	17,170,000	4,685,000				52,840,000

Project Name: 1007546 HHS Asset Preservation 2021-2025
Major Program: Health
Department: Medical Center

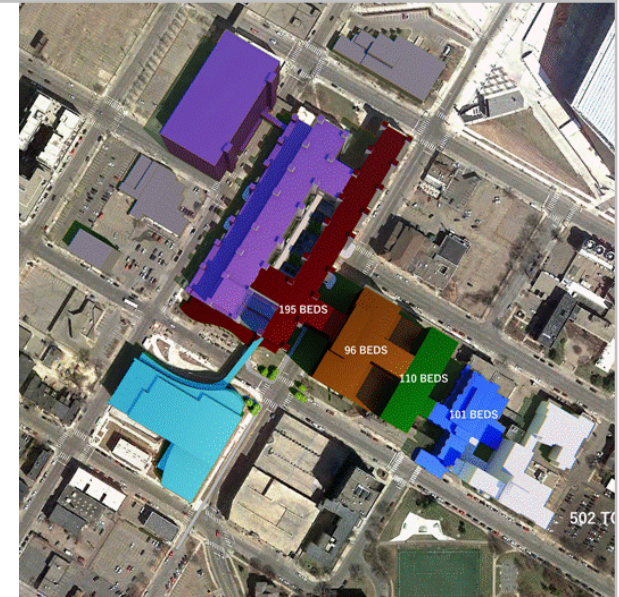
Funding Start: 2021
Funding Completion: 2025

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000
Total				10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Other Costs				10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000
Total				10,500,000	10,500,000	10,500,000	10,500,000	10,500,000		52,500,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:
None. However, adequately investing in asset preservation reduces the risk of systems failure and decreases maintenance costs.

Changes from Prior CIP:
No change.

Board Resolutions / Supplemental Information:

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.

Project 1002163 Medical Center Asset Preservation 2016-2020, which preceded this project, has a remaining balance of \$6,700,000 as of 12/31/2020 is programmed to be spent by early 2021.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 1007542 HHS 625 Building Office Remodeling
Major Program: Health
Department: Medical Center

Funding Start: 2020
Funding Completion: 2023

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 80,000 square feet at \$150/SF.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	800,000		800,000		5,200,000	6,000,000				12,000,000
Total	800,000		800,000		5,200,000	6,000,000				12,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction					5,200,000	6,000,000				11,200,000
Contingency	800,000		800,000							800,000
Total	800,000		800,000		5,200,000	6,000,000				12,000,000

Project Name: 1007542 HHS 625 Building Office Remodeling
Major Program: Health
Department: Medical Center

Funding Start: 2020
Funding Completion: 2023

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Potential timeline shown below; The actual timeline of the HHS component is TBD:

- Design: 2nd Qtr. 2022
- Procurement: 1st Qtr. 2023
- Construction: 2nd Qtr. 2023
- Completion: 4th Qtr. 2023

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

Changes from Prior CIP:

No change.

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		10,250,000						10,250,000
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

Project Name: 1007543 HHS Master Plan Preparatory Phases
Major Program: Health
Department: Medical Center

Funding Start: 2020
Funding Completion: 2023

Summary:

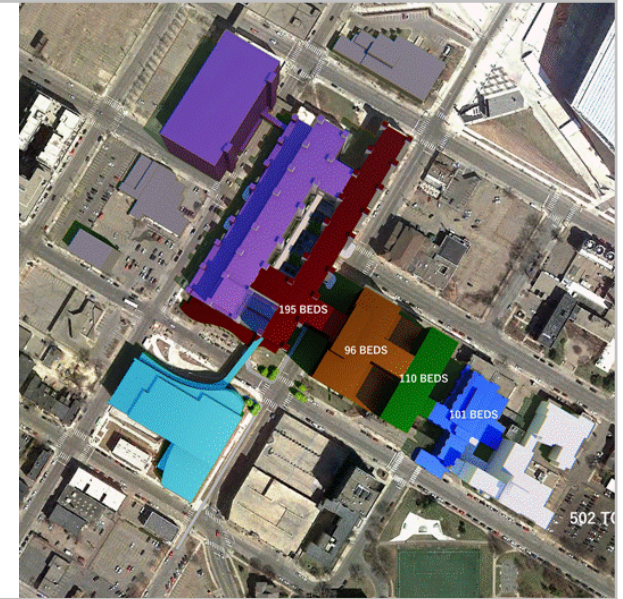
The Hennepin County Medical Center (HCMC) is located at 701 Park Avenue, in Minneapolis, Minnesota and occupies over 3.34 million square feet within six city blocks. This project sets the stage for the implementation of a larger master plan effort.

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	25,750,000	8,355,898	17,394,102		12,500,000	25,700,000				63,950,000
Total	25,750,000	8,355,898	17,394,102		12,500,000	25,700,000				63,950,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Land	8,500,000	8,300,113	199,887							8,500,000
Other Costs		55,874	(55,874)							
Contingency	17,250,000		17,250,000		12,500,000	25,700,000				55,450,000
Total	25,750,000	8,355,987	17,394,013		12,500,000	25,700,000				63,950,000

Project Name: 1007543 HHS Master Plan Preparatory Phases	Funding Start: 2020
Major Program: Health	Funding Completion: 2023
Department: Medical Center	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

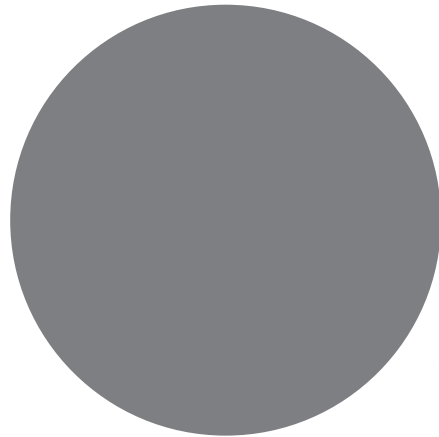
<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2020 Design: 2020 Procurement: 2021 Construction: 2021 Completion: 2023</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The main components of this project and approximate costs are:</p> <p>\$8,000,000 Parkside office building purchase \$9,000,000 Parkside parking ramp purchase \$47,000,000 Purple Parking Ramp expansion \$64,000,000 Preliminary: total cost is to be determined</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p>	
<p>Changes from Prior CIP:</p> <p>Project costs are preliminary. An additional \$38 million has been added to the project toward an estimated \$47 million Purple Parking Ramp expansion, however, the actual timing and cost of that project phase is conceptual at this time.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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

Human Services and Public Health

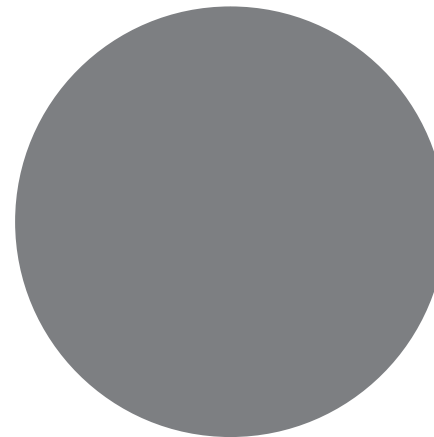
The Human Services line of business encompasses the administration of categorical assistance programs to eligible, needy individuals and families. The program also includes statutory and discretionary health and social services; assistance to eligible individuals and families; federal and state employment training programs and services; and services to eligible veterans.

2021 Budget



County Bonds:
GO P.T.

2021 - 2025 CIP



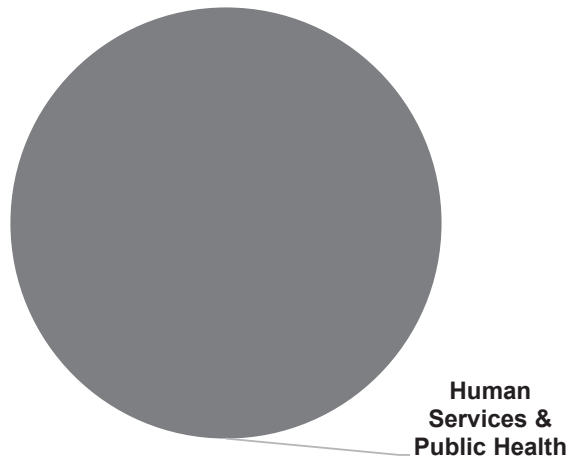
County Bonds:
GO P.T.

Revenue Category	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
County Bonds: GO P.T.	4,000,000	100.0%	0	0	0	0	4,000,000	100.0%
Total	4,000,000	100.0%	0	0	0	0	4,000,000	100.0%

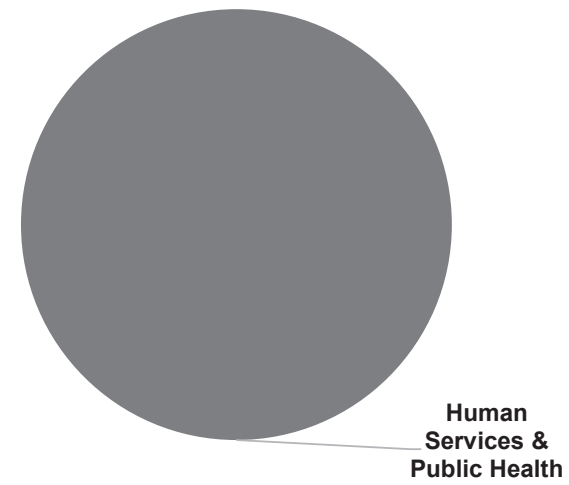
County Bonds: GO P.T. represents county issued general obligation (GO) bonds supported by property tax (P.T.) revenue.

Human Services and Public Health Expenditures

2021 Budget



2021 - 2025 CIP



Expenditure Area	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Human Services & Public Health	4,000,000	100.0%	0	0	0	0	4,000,000	100.0%
Total	4,000,000	100.0%	0	0	0	0	4,000,000	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	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
	Grand Total		1,261,740,804	504,781,992	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	347,265,000	2,651,354,264
	HUMAN SERVICES & PUBLIC HEALTH		0	0	4,000,000	0	0	0	0	0	4,000,000
V-2	1008339	Mental Health Clinic Relocation	0	0	3,500,000	0	0	0	0	0	3,500,000
		Bonds - GO	0	0	3,500,000	0	0	0	0	0	3,500,000
V-4	1008043	Public Health Clinic for Homeless	0	0	500,000	0	0	0	0	0	500,000
		Bonds - GO	0	0	500,000	0	0	0	0	0	500,000

Project Name: 1008339 Mental Health Clinic Relocation
Major Program: Human Services
Department: Human Services & Public Health

Funding Start: 2021
Funding Completion: 2021

Summary:

This project will develop a new Hennepin County Mental Health Clinic co-located with Hennepin Healthcare's East Lake Clinic in county-owned space at the South Minneapolis Human Service Center.

Purpose & Description:

The Public Health Department's Mental Health Clinic is currently located in a leased location at 1801 Nicollet in Minneapolis. As part of the downtown restacking plan, the mental health clinic was scheduled to move to the Health Services Building at the termination of its 16,000 square foot lease in the spring of 2021. In examining the mental health clinic's changing space needs, the South Minneapolis Human Service Center's 5th floor, located at 2215 East Lake Street in Minneapolis, has been identified as a strategic location for the mental health clinic.

Hennepin Healthcare's East Lake Clinic will co-locate with the new Mental Health Clinic on the 5th floor at the county's South Minneapolis Human Service Center. Their former leased location at 2700 East Lake Street in Minneapolis was damaged during 2020 civil unrest. Hennepin Healthcare will enter into a lease with the county for their share of the space occupied and used within the building. Both suites will be simultaneously constructed, with Hennepin Healthcare administering the contracting and procurement processes.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				3,500,000						3,500,000
Total				3,500,000						3,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Contingency				3,500,000						3,500,000
Total				3,500,000						3,500,000

Project Name: 1008339 Mental Health Clinic Relocation	Funding Start: 2021
Major Program: Human Services	Funding Completion: 2021
Department: Human Services & Public Health	

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

Scheduling Milestones (major phases only): Design: Oct 2020 Procurement: Jan 2021 Construction: Feb 2021 Occupancy: Sep 2021
Project's Effect on County Priorities and the Operating Budget: Hennepin Healthcare will enter into a lease with the county in the 1st quarter of 2021 for their share of the space occupied and used within the building. Termination of Public Health's lease at 1801 Nicollet will save \$410,677 in annual operating rent costs.
Changes from Prior CIP: This is a new project request.

Board Resolutions / Supplemental Information: RESOLUTION 20-0354R1 (12/15/2020): #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, and that insurance proceeds received by Hennepin County related to civil unrest be distributed as appropriate to various county funds and Hennepin Healthcare Systems, and that the Controller is authorized to adjust budgets and transfer, and disburse funds accordingly; Insurance proceeds from the unrest will be paid to Hennepin County as the holder of the insurance policy on behalf of Hennepin Health. The county will remit insurance proceeds to Hennepin Health for a portion of their share of the buildout of the new joint clinic space and will be distributed as appropriate to Hennepin Healthcare System.
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Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1008043 Public Health Clinic for Homeless
Major Program: Human Services
Department: Human Services & Public Health

Funding Start: 2021
Funding Completion: 2021

Summary:

This project will cover the costs to provide new furnishings, medical equipment and network wiring for clinical and support spaces in the County's Public Health clinic space at the Catholic Charities Exodus 2.0 building.

Purpose & Description:

Catholic Charities is relocating its Exodus Residence to the former Augustana Home location, located at 1007 E. 14th Street in downtown Minneapolis. The new Exodus 2.0 building is located in the Elliot Park neighborhood and is 190,183 GSF and will provide housing to vulnerable and extremely low-income residents (medically frail and elderly, veterans and people released from hospitals who need respite). Within this facility, Hennepin County Health and Human Services will lease space on the first and second levels to provide healthcare to these residents.

This project will cover the costs for all new network wiring (labor and product) to provide Hennepin County Health and Human Services staff access to the County servers. This project also includes new furnishings and medical equipment for the 18,402 USF of Hennepin County leased clinical spaces including a lobby and reception area, 7 exam rooms, 6 offices, clinical support spaces on the first floor, as well as 26 single-occupancy and two double-occupancy recuperating rooms between both floors (9 single and 1 double occupancy on the first floor and 17 single and 1 double-occupancy on the second floor).

Catholic Charities has estimated a total capital cost of approximately \$65 million to renovate and remodel the former Augustana Home, supported by multiple funding partners including Hennepin County (\$3 million), the Hennepin County Housing and Redevelopment Authority (HCHRA) (\$2 million), Minnesota Housing Finance Agency, the City of Minneapolis, and the Minneapolis Public Housing Authority. Catholic Charities is making a significant private investment, including \$3.5 million challenge grant from the Richard M. Schulze Family Foundation.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				500,000						500,000
Total				500,000						500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting				38,000						38,000
Equipment				75,000						75,000
Furnishings				327,000						327,000
Contingency				60,000						60,000
Total				500,000						500,000

Project Name: 1008043 Public Health Clinic for Homeless	Funding Start: 2021
Major Program: Human Services	Funding Completion: 2021
Department: Human Services & Public Health	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

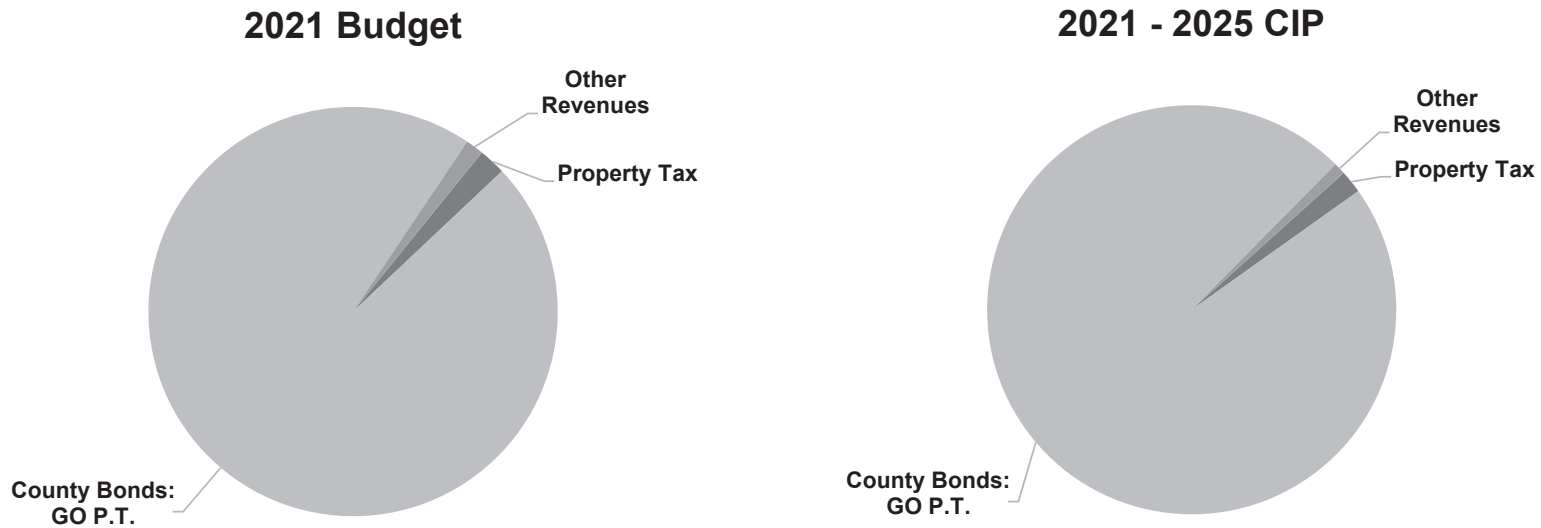
<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2nd Qtr 2020 Design: 3rd Qtr 2020 Procurement: 1st Qtr 2021 Construction: 2nd Qtr 2021 Completion: 3rd Qtr 2021</p>	<p>Board Resolutions / Supplemental Information:</p> <p>On December 2019, Board Resolution 19-0387 R1 approved a transfer of \$3,000,000 from 2019 Contingency to the Hennepin County Housing and Redevelopment Authority to negotiate with Catholic Charities for the Exodus 2 project.</p> <p>The Hennepin County funding of \$3 million will be supplemented with \$2 million from HCHRA's supportive housing funds (not to exceed \$5 million) as noted in 19-HCHRA-0057. This \$5 million is part of the \$65 million for the construction and remodeling of the new Exodus Residence. Funding being requested in this capital project is for the furniture, equipment and other costs associated with Public Health's 18,402 SF of clinic and recuperating spaces.</p> <p>Public Health's Exodus 2.0 clinic will serve vulnerable and extremely low-income residents. It is located on the first and second floor at 1007 E. 14th Street, Minneapolis, MN in the former Augustana Home. The clinic is in a leased space which Catholic Charities has purchased and is fully remodeling.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>This project will address the targeted populations of homeless and medically complex individuals, which are priorities of Hennepin County's Housing strategy, by ensuring that vulnerable and extremely low-income population have access to quality health care</p> <p>The County will enter into a 10-year, no-cost lease with Catholic Charities for the use of the clinic and recuperating spaces.</p>	
<p>Changes from Prior CIP:</p> <p>This is a new project request.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Operations and Libraries

Operations encompasses the policy making, administrative support and staff services necessary for the efficient and effective management of county programs. The 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, Human Resources, Audit Compliance & Investigative Services, General County Purposes, Facility Services, Municipal Building Commission, Debt Retirement and Ballpark Sales Tax Revenue Programs.

Libraries is comprised of the county's award winning public library system which is comprised of 41 library locations and additional outreach services located throughout the county, and the Law Library, which provides legal information services pursuant to Minnesota Statutes Chapter 134A to the judges, government officials, practicing attorneys and citizens from a location within the Hennepin County Government Center.

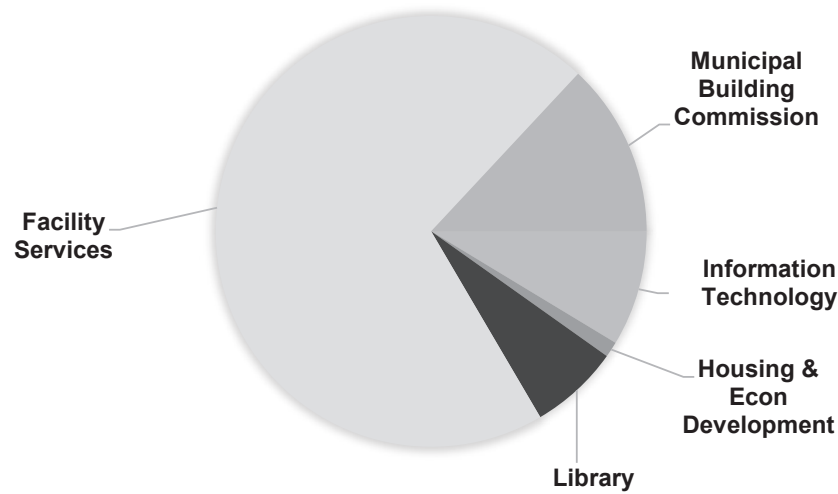


Revenue Category	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Property Tax	1,050,000	2.1%	1,000,000	1,700,000	950,000	625,000	5,325,000	1.8%
County Bonds: GO P.T.	47,347,000	96.5%	91,062,000	79,168,000	36,755,000	29,940,000	284,272,000	97.3%
Other Revenues	700,000	1.4%	500,000	500,000	500,000	500,000	2,700,000	0.9%
Total	49,097,000	100.0%	92,562,000	81,368,000	38,205,000	31,065,000	292,297,000	100.0%

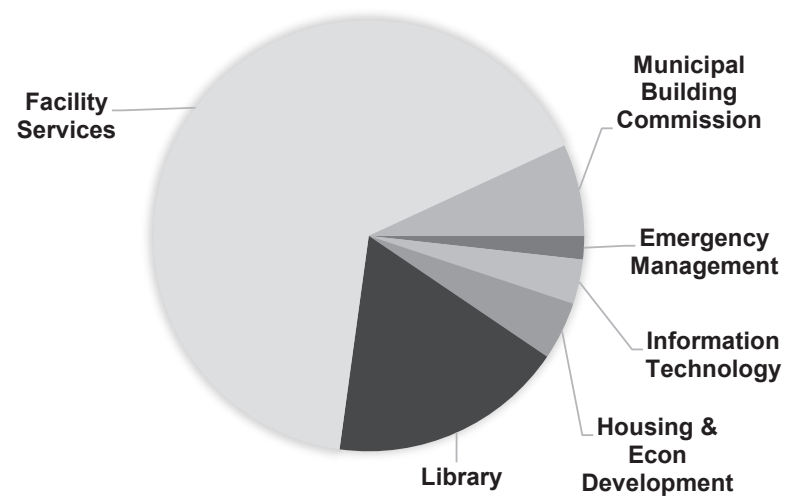
County Bonds: GO P.T. represents county issued general obligation (GO) bonds supported by property tax (P.T.) revenue.

Operations and Libraries Expenditures

2021 Budget



2021 - 2025 CIP



Expenditure Area	2021 Budget		2022	2023	2024	2025	2021 - 2025 CIP	
Emergency Management	0	0.0%	5,145,000	0	0	0	5,145,000	1.8%
Information Technology	4,250,000	8.7%	1,500,000	1,500,000	1,250,000	1,250,000	9,750,000	3.3%
Housing & Econ Development	575,000	1.2%	3,205,000	4,020,000	2,600,000	2,400,000	12,800,000	4.4%
Library	3,300,000	6.7%	7,734,000	11,205,000	14,510,000	14,970,000	51,719,000	17.7%
Facility Services	34,563,000	70.3%	64,071,000	62,982,000	18,670,000	12,445,000	192,731,000	65.9%
Municipal Building Commission	6,409,000	13.1%	10,907,000	1,661,000	1,175,000	0	20,152,000	6.9%
Total	49,097,000	100.0%	92,562,000	81,368,000	38,205,000	31,065,000	292,297,000	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	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
Grand Total			1,261,740,804	504,781,992	189,725,460	238,642,000	260,161,000	169,470,000	184,350,000	347,265,000	2,651,354,264
OPERATIONS			143,589,199	60,133,143	49,097,000	92,562,000	81,368,000	38,205,000	31,065,000	13,670,000	449,556,199
Emergency Management			0	0	0	5,145,000	0	0	0	0	5,145,000
VI-4	1006386	Emergency Management Outdoor Warning Sirens Upgrade	0	0	0	5,145,000	0	0	0	0	5,145,000
		Bonds - GO	0	0	0	5,145,000	0	0	0	0	5,145,000
Information Technology			0	0	4,250,000	1,500,000	1,500,000	1,250,000	1,250,000	0	9,750,000
VI-6	1006393	IT Community Connectivity 2021-2025	0	0	1,500,000	1,500,000	1,500,000	1,250,000	1,250,000	0	7,000,000
		Bonds - GO	0	0	1,500,000	1,500,000	1,500,000	1,250,000	1,250,000	0	7,000,000
VI-8	1008159	General IT Upgrades & Enhancements	0	0	2,500,000	0	0	0	0	0	2,500,000
		Bonds - GO	0	0	2,500,000	0	0	0	0	0	2,500,000
VI-10	1008044	IT Data Center Development	0	0	250,000	0	0	0	0	0	250,000
		Property Tax	0	0	250,000	0	0	0	0	0	250,000
Housing & Economic Development			19,186,999	7,292,346	575,000	3,205,000	4,020,000	2,600,000	2,400,000	0	31,986,999
VI-12	0031805	Southwest LRT Community Works	10,598,999	2,358,539	175,000	1,405,000	1,020,000	0	0	0	13,198,999
		Bonds - GO	8,675,000		175,000	1,405,000	1,020,000	0	0	0	11,275,000
		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-14	1001560	Penn Avenue Community Works	4,153,000	2,574,648	400,000	0	0	0	0	0	4,553,000
		Property Tax	2,833,000		0	0	0	0	0	0	2,833,000
		Bonds - GO	400,000		400,000	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-16	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	1,000,000	300,000	0	0	2,535,000
		Bonds - GO	2,600,000		0	1,800,000	2,000,000	2,300,000	2,400,000	0	11,100,000
		Other	600,000		0	0	0	0	0	0	600,000
Library			11,095,000	10,745,924	3,300,000	7,734,000	11,205,000	14,510,000	14,970,000	13,670,000	76,484,000
VI-18	1008265	Library Strategic Planning	0	0	300,000	0	0	0	0	0	300,000
		Property Tax	0		300,000	0	0	0	0	0	300,000
VI-20	1006394	Library Facility Preservation 2021-2025	0	0	3,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	23,000,000
		Bonds - GO	0		3,000,000	5,000,000	5,000,000	5,000,000	5,000,000	0	23,000,000
VI-22	1006403	Library Equipment Replacement 2021-2025	0	0	0	450,000	0	0	0	0	450,000
		Bonds - GO	0		0	450,000	0	0	0	0	450,000
VI-24	1005259	New Southdale Library	10,600,000	10,343,462	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
VI-26	1004469	East Lake Library Refurbishment	90,000	90,000	0	0	0	0	410,000	0	500,000
		Bonds - GO	90,000		0	0	0	0	410,000	0	500,000
VI-28	1006381	Rockford Road Library Asset Protection	0	0	0	1,194,000	3,895,000	0	0	0	5,089,000
		Bonds - GO	0		0	1,194,000	3,895,000	0	0	0	5,089,000
VI-30	1004468	Westonka Library Replacement	200,000	171,368	0	0	0	1,325,000	9,135,000	0	10,660,000
		Property Tax	200,000		0	0	0	0	0	0	200,000
		Bonds - GO	0		0	0	0	1,325,000	9,135,000	0	10,460,000
VI-32	1004476	Sumner Library Refurbishment	90,000	26,094	0	450,000	1,140,000	3,910,000	0	0	5,590,000
		Bonds - GO	90,000		0	450,000	1,140,000	3,910,000	0	0	5,590,000

Revenues by Project

NOTE: All Total and subtotal lines precede detail

Pg#	Project Number and Name	Revenue Category	Budget to Date	Budget Remaining	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
VI-34	1004464 Linden Hills Library Refurbishment		0	0	0	140,000	665,000	2,165,000	0	0	2,970,000
		Bonds - GO	0	0	0	140,000	665,000	2,165,000	0	0	2,970,000
VI-36	1006387 Augsburg Park Library Asset Protection		0	0	0	0	505,000	1,545,000	0	0	2,050,000
		Bonds - GO	0	0	0	0	505,000	1,545,000	0	0	2,050,000
VI-38	1001788 Brookdale Library Refurbishment		115,000	115,000	0	0	0	565,000	425,000	13,670,000	14,775,000
		Bonds - GO	115,000	0	0	0	0	565,000	425,000	13,670,000	14,775,000
VI-40	1004444 Central Library Program/Asset Master Plan		0	0	0	500,000	0	0	0	0	500,000
		Bonds - GO	0	0	0	500,000	0	0	0	0	500,000
	Facility Services		92,505,000	37,714,753	34,563,000	64,071,000	62,982,000	18,670,000	12,445,000	0	285,236,000
VI-42	1006395 Environmental Health & Safety 2021 - 2025		0	0	500,000	500,000	500,000	500,000	500,000	0	2,500,000
		Property Tax	0	0	500,000	500,000	500,000	500,000	500,000	0	2,500,000
VI-44	1000874 Government Center Infrastructure Preservation		29,310,000	5,256,051	6,610,000	8,910,000	8,480,000	0	0	0	53,310,000
		Bonds - GO	29,310,000	0	6,610,000	8,910,000	8,480,000	0	0	0	53,310,000
VI-46	1006396 Countywide Energy Conservation 2021-2025		0	0	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	0	9,500,000
		Bonds - GO	0	0	1,500,000	2,000,000	2,000,000	2,000,000	2,000,000	0	9,500,000
VI-48	1006398 Building Automation System Upgrades 2021-2025		0	0	1,700,000	2,185,000	2,060,000	1,070,000	1,070,000	0	8,085,000
		Bonds - GO	0	0	1,700,000	2,185,000	2,060,000	1,070,000	1,070,000	0	8,085,000
VI-50	1006397 Facility Preservation 2021-2025		0	0	5,000,000	7,000,000	7,000,000	7,000,000	7,000,000	0	33,000,000
		Bonds - GO	0	0	5,000,000	7,000,000	7,000,000	7,000,000	7,000,000	0	33,000,000
VI-52	1006402 General Office Space & Furniture Mods. 2021-2025		0	0	5,000,000	750,000	750,000	750,000	750,000	0	8,000,000
		Bonds - GO	0	0	5,000,000	750,000	750,000	750,000	750,000	0	8,000,000
VI-54	1007208 625 Building Occupancy Preparation & Rehabilitation		12,200,000	11,800,333	3,700,000	1,800,000	1,500,000	800,000	0	0	20,000,000
		Bonds - GO	12,200,000	0	3,700,000	1,800,000	1,500,000	800,000	0	0	20,000,000
VI-56	1005192 HCGC Elevator & Escalator Modernization		11,672,000	745	3,963,000	3,085,000	1,760,000	0	0	0	20,480,000
		Bonds - GO	11,672,000	0	3,963,000	3,085,000	1,760,000	0	0	0	20,480,000
VI-58	1004461 1800 Chicago Infrastructure Replacements		10,228,000	4,417,972	0	3,311,000	1,737,000	0	0	0	15,276,000
		Bonds - GO	10,228,000	0	0	3,311,000	1,737,000	0	0	0	15,276,000
VI-60	1007236 Public Safety Facility Preservation		475,000	439,654	955,000	470,000	4,300,000	5,400,000	0	0	11,600,000
		Bonds - GO	475,000	0	955,000	470,000	4,300,000	5,400,000	0	0	11,600,000
VI-62	1002242 Countywide Security Systems & Equipment		14,100,000	1,688,249	1,200,000	0	0	0	0	0	15,300,000
		Property Tax	1,500,000	0	0	0	0	0	0	0	1,500,000
		Bonds - GO	12,200,000	0	1,200,000	0	0	0	0	0	13,400,000
		State - Other	400,000	0	0	0	0	0	0	0	400,000
VI-64	1007209 625 Building Office Remodeling		13,000,000	12,600,513	1,000,000	15,110,000	1,805,000	0	0	0	30,915,000
		Bonds - GO	13,000,000	0	1,000,000	15,110,000	1,805,000	0	0	0	30,915,000
VI-66	1007210 Government Center Office Relocations & Remodeling		500,000	500,000	1,000,000	11,500,000	14,000,000	0	0	0	27,000,000
		Bonds - GO	500,000	0	1,000,000	11,500,000	14,000,000	0	0	0	27,000,000
VI-68	1007211 Government Center Court Relocations from FJC		500,000	500,000	0	1,500,000	12,000,000	0	0	0	14,000,000
		Bonds - GO	500,000	0	0	1,500,000	12,000,000	0	0	0	14,000,000
VI-70	1007390 HSB Clinic & Office Remodeling		0	0	350,000	1,000,000	3,500,000	0	0	0	4,850,000
		Bonds - GO	0	0	350,000	1,000,000	3,500,000	0	0	0	4,850,000
VI-72	1006400 701 Building Facility Preservation 2021-2025		0	0	700,000	750,000	750,000	750,000	750,000	0	3,700,000
		Bonds - GO	0	0	0	250,000	250,000	250,000	250,000	0	1,000,000
		Lease Revenues	0	0	700,000	500,000	500,000	500,000	500,000	0	2,700,000
VI-74	1005285 701 Building Facade Restoration		0	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	2021 - 2025 Capital Improvement Program					Beyond 2025	Project Total
					2021 Budget	2022	2023	2024	2025		
		Bonds - GO	0		0	3,000,000	0	0	0	0	3,000,000
VI-76	1008045	Target Field Station Parking Ramp Security Mods	0	0	985,000	0	0	0	0	0	985,000
		Bonds - GO	0		985,000	0	0	0	0	0	985,000
VI-78	1006401	Accessibility Modifications 2021-2025	0	0	250,000	250,000	250,000	250,000	250,000	0	1,250,000
		Bonds - GO	0		250,000	250,000	250,000	250,000	250,000	0	1,250,000
VI-80	1006554	County-wide Lactation Room Refurbishments	270,000	261,236	0	200,000	140,000	0	0	0	610,000
		Bonds - GO	270,000		0	200,000	140,000	0	0	0	610,000
VI-82	1007468	Countywide Inclusive Restroom Modifications	250,000	250,000	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-84	1006399	Carpet Replacement Program 2021-2025	0	0	150,000	300,000	200,000	150,000	125,000	0	925,000
		Property Tax	0		0	300,000	200,000	150,000	125,000	0	775,000
		Bonds - GO	0		150,000	0	0	0	0	0	150,000
VI-86	1007488	Government Center South Plaza Improvements	0	0	0	200,000	0	0	0	0	200,000
		Property Tax	0		0	200,000	0	0	0	0	200,000
		Municipal Building Commission	20,802,200	4,380,120	6,409,000	10,907,000	1,661,000	1,175,000	0	0	40,954,200
VI-88	1006502	MBC Safety Improvements Non-stage Work Areas	1,483,000	654,995	455,000	2,225,000	575,000	1,175,000	0	0	5,913,000
		Bonds - GO	1,483,000		455,000	2,225,000	575,000	1,175,000	0	0	5,913,000
VI-90	1000935	MBC Exterior Improvements	3,155,000	1,894,605	0	2,775,000	0	0	0	0	5,930,000
		Bonds - GO	3,155,000		0	2,775,000	0	0	0	0	5,930,000
VI-92	0031317	MBC Life/Safety Improvements	5,780,000	920,350	1,292,000	3,118,000	0	0	0	0	10,190,000
		Property Tax	767,000		0	0	0	0	0	0	767,000
		Bonds - GO	5,013,000		1,292,000	3,118,000	0	0	0	0	9,423,000
VI-94	0031483	MBC Mechanical Systems Upgrades	10,279,200	805,170	2,854,000	2,429,000	0	0	0	0	15,562,200
		Property Tax	75,000		0	0	0	0	0	0	75,000
		Bonds - GO	10,204,200		2,854,000	2,429,000	0	0	0	0	15,487,200
VI-96	1007251	MBC 4th Street Reconstruction	0	0	150,000	0	0	0	0	0	150,000
		Bonds - GO	0		150,000	0	0	0	0	0	150,000
VI-98	1006518	MBC ADC Electric Locks Upgrade	55,000	55,000	960,000	0	0	0	0	0	1,015,000
		Property Tax	55,000		0	0	0	0	0	0	55,000
		Bonds - GO	0		960,000	0	0	0	0	0	960,000
VI-100	1006384	MBC Electrical Upgrades	50,000	50,000	650,000	0	0	0	0	0	700,000
		Property Tax	50,000		0	0	0	0	0	0	50,000
		Bonds - GO	0		650,000	0	0	0	0	0	650,000
VI-102	1008223	MBC ADC Elevator Upgrades	0	0	48,000	360,000	1,086,000	0	0	0	1,494,000
		Bonds - GO	0		48,000	360,000	1,086,000	0	0	0	1,494,000

Project Name: 1006386 Emergency Management Outdoor Warning Sirens Upgrade
Major Program: Operations
Department: Emergency Management

Funding Start: 2022
Funding Completion: 2022

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.

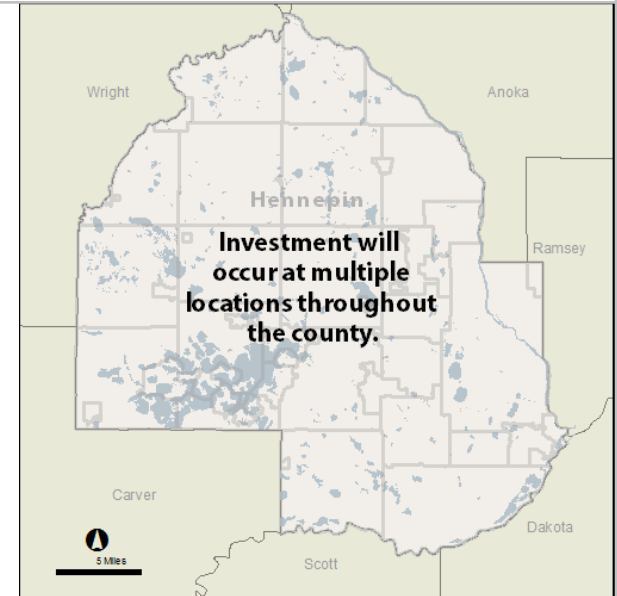
Purpose & Description:

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, 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 go down to the community level. This is an issue with that 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 end 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO					5,145,000					5,145,000
Total					5,145,000					5,145,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting					158,000					158,000
Equipment					4,577,000					4,577,000
Other Costs					20,000					20,000
Contingency					390,000					390,000
Total					5,145,000					5,145,000

Project Name: 1006386 Emergency Management Outdoor Warning Sirens Upgrade	Funding Start: 2022
Major Program: Operations	Funding Completion: 2022
Department: Emergency Management	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</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 2021 when a schedule is more definitive.</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>No change.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		4,900,000						4,900,000
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.

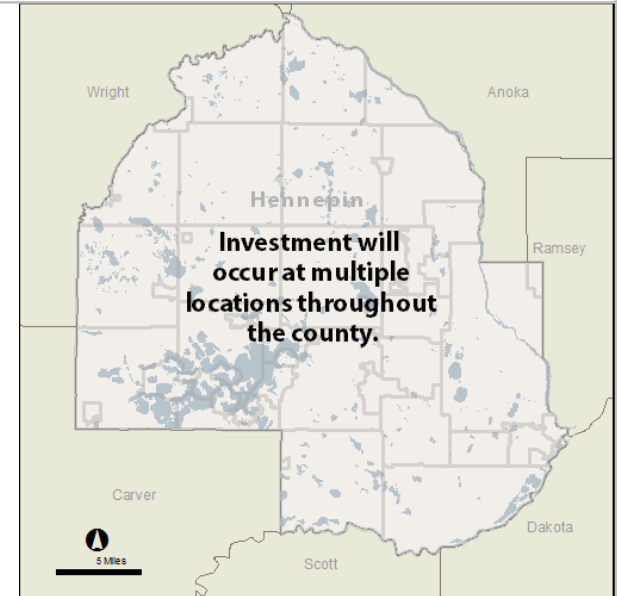
Purpose & Description:

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 2019, more than 150 miles of fiber optic infrastructure were installed under this program, including connections to more than 25 county facilities.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				1,500,000	1,500,000	1,500,000	1,250,000	1,250,000		7,000,000
Total				1,500,000	1,500,000	1,500,000	1,250,000	1,250,000		7,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				475,000	475,000	225,000	225,000	225,000		1,625,000
Equipment				1,025,000	1,025,000	1,275,000	1,025,000	1,025,000		5,375,000
Total				1,500,000	1,500,000	1,500,000	1,250,000	1,250,000		7,000,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

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 2021 estimate has decreased by \$500,000 from the 2020-2024 budget due to a large unspent balance in the prior IT Community Connectivity project (#1002166). Staff are working to spend down these funds in 2020 and 2021.

Board Resolutions / Supplemental Information:
Planned connections and cost estimates for 2020 include (\$2,075,000): 1) 625 Building (\$500,000); 2) Bloomington (\$250,000); 3) Minnetonka Medical Examiner's Office (\$200,000); 5) Southwest Light Rail (\$800,000); 6) North Minneapolis (\$175,000); 7) Ordinance 22 permits/last mile connection projects/consulting (\$150,000).
Planned connections and cost estimates for 2021 include (\$2,125,000): 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).
 For 2022, an additional \$250,000 was added to the capital estimate for Southwest Light Rail Transit.
 Community Connectivity is partnering with Metro Transit to install county owned fiber optic infrastructure along the Southwest Light Rail Transit corridor, a portion of the D-Line BRT corridor, and possibly a future project along the Bottineau Light Rail corridor (proposed). Preliminary estimates indicate combined fiber cost for these three projects will be approximately \$2.75 million. Expenditures are expected to occur between 2012 and 2023.
 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: \$3,913,000
- Balance as of 12/21/2020: \$2,607,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Administrator Proposed			1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
CBTF Recommended			1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000
Board Approved Final			1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	7,500,000

Project Name: 1008159 General IT Upgrades & Enhancements
Major Program: Operations
Department: Information Technology

Funding Start: 2021
Funding Completion: 2021

Summary:

This project will fund general IT upgrades and enhancements to departments and staff at any county location or remote site.

Purpose & Description:

One of the ongoing efforts of Information Technology is to monitor the County's technology for efficiency and appropriateness in support of various County programs. This will be even more prevalent due to the COVID-19 pandemic as more County staff work remotely and find new ways to conduct their day-to-day business. As opportunities for improvement become known, the ability to provide technology upgrades and enhancements will become extremely important.

Since these situations often develop rapidly, there is a need to have immediate funding available for planning, procurement and implementation of new technology. Availability of funds will allow for upgrades and enhancements to be implemented in a timely fashion. The final scope and cost of work done under this project will be developed and submitted to County Administration for approval before implementation is begun.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				2,500,000						2,500,000
Total				2,500,000						2,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Equipment				2,500,000						2,500,000
Total				2,500,000						2,500,000

Project Name: 1008044 IT Data Center Development
Major Program: Operations
Department: Information Technology

Funding Start: 2021
Funding Completion: 2021

Summary:

This project will study the potential to develop a new high-density data center at a location to be determined.

Purpose & Description:

This study will evaluate the following: 1) future computing needs, 2) determine what can be moved to the cloud, and 3) determine the impact of ending the lease at the offsite OneNeck data center.

A new high-density data center would become the County's primary data center as it would have the ability to handle future data center trends and expand, as needed. The Government Center would become a secondary data center as it cannot physically expanded enough to handle the future high-density workload.

Additionally, through separate funding, Hennepin County IT and Facility Services hired a consultant to do a feasibility study of upgrading the current 8,250 SF data center on the 3rd floor at the 625 Building. The study was to determine if high density computing can be implemented in the 625 Building data center. The study outlined how much additional computing capacity can be achieved if mechanical and electrical upgrades are made to the data center for high-density service delivery that supports anticipated business processing needs, as well as estimated costs associated with all options.

The 625 Building data center feasibility study found that the space is quite dated for technology purposes as the data center hasn't been upgraded for about 10 years, and the cooling components are anywhere from 20-30 years old. Furthermore, the existing computing capacity is approx. 360 kilowatts, while a new high-density data center could achieve a computing capacity of approx. 750 kilowatts. Based on these findings it was determined that other options should be evaluated as the 625 Building data center did not allow for data center growth.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax				250,000						250,000
Total				250,000						250,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting				250,000						250,000
Total				250,000						250,000

Project Name: 1008044 IT Data Center Development	Funding Start: 2021
Major Program: Operations	Funding Completion: 2021
Department: Information Technology	

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

<p>Scheduling Milestones (major phases only):</p>	<p>Board Resolutions / Supplemental Information:</p> <p>The current Government Center data center was upgraded two years ago. The data center design at that time utilized 5 kilowatts per server rack. Technology density has significantly increased and is expected to continue this trend. Industry standard data center design, to accommodate power and cooling to support current technology solutions, should support 25 kilowatts per server rack. The Government Center has finite power and cooling capabilities and will begin implementing high-density solutions in 2020. Room and server rack design considerations for the delivery of additional high-density services vary significantly from standard solution services which will impact cooling infrastructures, in-rack cooling, extended rack sizes, containment, and overhead service provisioning.</p> <p>Due to the physical shortcomings of the Government Center data center, an offsite location would become the primary high-density data center for the county. The weight of the equipment cannot be supported and the existing mechanical cooling in the Government Center cannot be expanded to serve a fully high-density system. Additionally, the electrical distribution in the Government Center data center would need to be reworked and moved for a different aisle configuration and the current electrical power that runs above the server aisles is not rated for high-density.</p> <p>The addition of a high-density data center would allow Hennepin County to open its secondary (Government Center) data center for use by other governmental entities, including Hennepin Healthcare System, that could leave its current data center where it leases space.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p>	
<p>Changes from Prior CIP:</p> <p>This is a new project request.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 0031805 Southwest LRT Community Works
Major Program: Operations
Department: Housing & Economic Development

Funding Start: 2011
Funding Completion: 2023

Summary:

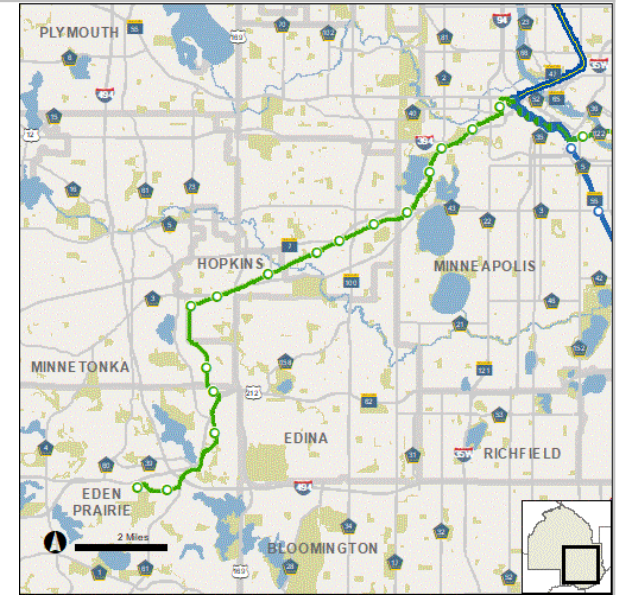
The Southwest Light Rail Transit (LRT) Community Works program will advance transit and transit-oriented development for 16 station areas along the METRO Green Line Extension, serving the communities of Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

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.

The Southwest LRT Community Works program 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 opportunities. Southwest LRT Community Works uses its capital funds to leverage additional dollars from public and private sources. Hennepin County is actively working with Southwest corridor cities, Metropolitan Council, and other agencies to complete infrastructure improvements needed by the opening of the LRT project to ultimately attract private investment and realize the full economic development potential of the corridor.

With Southwest LRT under construction as of late 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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	8,675,000	1,510,782	7,164,218	175,000	1,405,000	1,020,000				11,275,000
Federal - Other	825,000	825,000								825,000
Transfer from other Funds		(100,000)	100,000							
Other	1,098,999	1,034,507	64,492							1,098,999
Total	10,598,999	3,270,289	7,328,710	175,000	1,405,000	1,020,000				13,198,999

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	6,973,999	1,261,001	5,712,998	175,000	1,405,000	1,020,000				9,573,999
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	10,598,999	8,240,460	2,358,539	175,000	1,405,000	1,020,000				13,198,999

Project Name: 0031805 Southwest LRT Community Works	Funding Start: 2011
Major Program: Operations	Funding Completion: 2023
Department: Housing & Economic Development	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

The general schedule for the LRT line is:
 Project Development: 2011 - 2016
 Engineering: 2016 - 2020
 Construction: 2018 - 2023

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

Changes from Prior CIP:

Prior years' revenue of \$7,391,000 in bonds reflects a transfer of \$809,000 to Transportation's CP 2161400 for the West Lake Multimodal Improvements, a project identified and prioritized for implementation by Southwest Community Works.

Other revenue in 2020 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.

The overall project budget has been reduced by \$1.7 million to reflect revised program needs, and implementation of projects funded by other local and county resources.

Board Resolutions / Supplemental Information:

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.

Resolution 14-0490 (adopted December 16, 2014) adopted the Southwest Corridor Investment Framework.

Resolution 14-0021 (adopted January 24, 2014) accepted \$750,000 from McKnight Foundation for the Moving the Target grant awarded to Southwest Corridor Employment Transit Oriented Development.

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.

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.

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.

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.

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.

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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	10,098,999	500,000	1,579,000	2,707,000				14,884,999
Administrator Proposed	10,098,999	500,000	1,579,000	2,707,000				14,884,999
CBTF Recommended	10,098,999	500,000	1,579,000	2,707,000				14,884,999
Board Approved Final	10,098,999	500,000	1,579,000	2,707,000				14,884,999

Project Name: 1001560 Penn Avenue Community Works
Major Program: Operations
Department: Housing & Economic Development

Funding Start: 2013
Funding Completion: 2021

Summary:

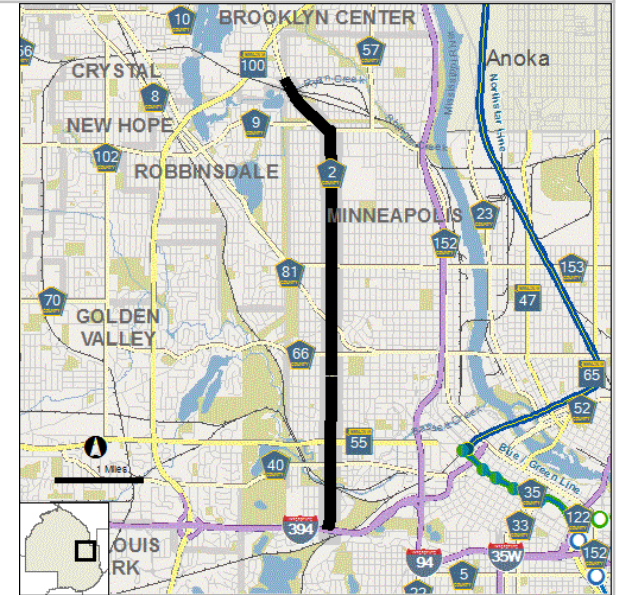
The Penn Avenue corridor is a 5.4 mile corridor in North Minneapolis, spanning from the planned Southwest Light Rail Transit (LRT) station at Penn Avenue south of I-394, up to 49th and Osseo Road at the city's northwestern boundary with Brooklyn Center. The Penn Avenue corridor includes a planned Bottineau 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	2,833,000	2,633,000	200,000							2,833,000
Bonds - GO	400,000		400,000	400,000						800,000
State - Other	600,000		600,000							600,000
Other	320,000	827,486	(507,486)							320,000
Total	4,153,000	3,460,486	692,514	400,000						4,553,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Land	500,000		500,000							500,000
Construction	450,000	900	449,100							450,000
Consulting	3,203,000	2,118,343	1,084,657	400,000						3,603,000
Other Costs		16,871	(16,871)							
Total	4,153,000	2,136,114	2,016,886	400,000						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	2021 Budget	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

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.

Resolutions 16-0314S1 and 16-0314S2 (adopted August 23, 2016) authorized Agreements A165796 with the Wirth Cooperative Grocery Store and A165795 with Greater Metropolitan Housing Corporation to administer down payment assistance and exterior fix up initiatives in the Penn corridor.

Resolution 17-0142 (adopted April 25, 2017) authorized Agreement A177171 with Center for Energy and Environment to change the vendor for administration of the housing programs previously approved.

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).

Resolution 18-0188 (adopted May 22, 2018) authorized Agreement PR00000362 with Plymouth Christian Youth Center for the Capri Theater expansion and public plaza project.

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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	3,453,000	700,000	400,000					4,553,000
Administrator Proposed	3,453,000	700,000	400,000					4,553,000
CBTF Recommended	3,453,000	700,000	400,000					4,553,000
Board Approved Final	3,453,000	700,000	400,000					4,553,000

Project Name: 1002318 Bottineau LRT Community Works
Major Program: Operations
Department: Housing & Economic Development

Funding Start: 2015
Funding Completion: 2025

Summary:

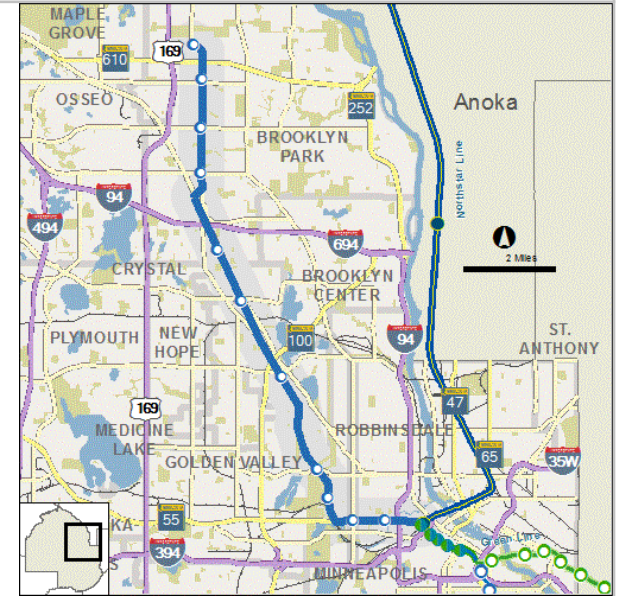
The Bottineau Light Rail Transit (LRT) Community Works program works to advance transit and transit-oriented development along a proposed 13-mile expansion of the METRO Blue Line, or Bottineau LRT, serving the cities of Brooklyn Park, Crystal, Robbinsdale, Golden Valley, and Minneapolis.

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	1,235,000	1,235,000				1,000,000	300,000			2,535,000
Bonds - GO	2,600,000		2,600,000		1,800,000	2,000,000	2,300,000	2,400,000		11,100,000
Other	600,000	445,249	154,751							600,000
Total	4,435,000	1,680,249	2,754,751		1,800,000	3,000,000	2,600,000	2,400,000		14,235,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	1,900,000	1,371,691	528,309		1,800,000	2,000,000	2,600,000	2,400,000		10,700,000
Consulting	600,000	431,600	168,400							600,000
Other Costs	1,935,000	23,535	1,911,465			1,000,000				2,935,000
Total	4,435,000	1,826,826	2,608,174		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: 2025
Department: Housing & Economic Development	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>The schedule for the LRT extension is: Project Development: 2014 - 2016 Engineering: 2017 - Present Construction: To be determined.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>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).</p> <p>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.</p> <p>Resolution 17-0482 (adopted November 28, 2017) approved Agreement PR0000065 with Springboard for the Arts for placemaking, community engagement, and business support activities in the METRO Blue Line extension corridor.</p> <p>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.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p>	
<p>Changes from Prior CIP:</p> <p>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.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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.

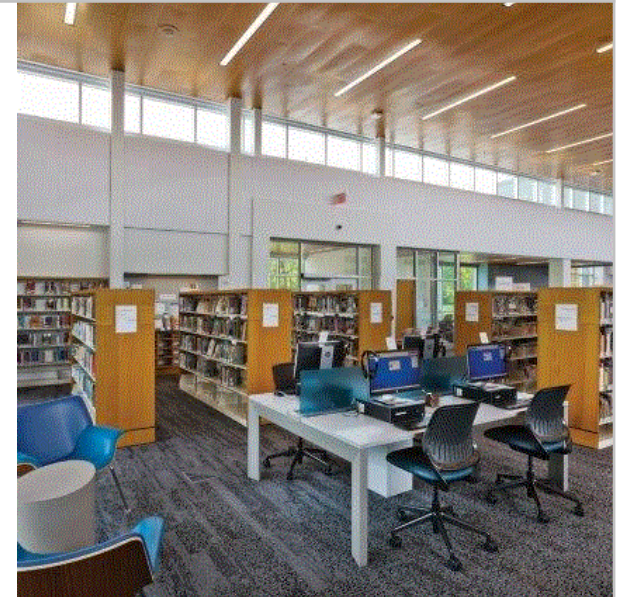
Purpose & Description:

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax				300,000						300,000
Total				300,000						300,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting				300,000						300,000
Total				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	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested								
Administrator Proposed								
CBTF Recommended		300,000						300,000
Board Approved Final		300,000						300,000

<p>Scheduling Milestones (major phases only):</p> <p>Project's Effect on County Priorities and the Operating Budget: To be determined.</p> <p>Changes from Prior CIP: This is a new project request.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				3,000,000	5,000,000	5,000,000	5,000,000	5,000,000		23,000,000
Total				3,000,000	5,000,000	5,000,000	5,000,000	5,000,000		23,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				2,600,000	4,000,000	4,000,000	4,000,000	4,000,000		18,600,000
Consulting				200,000	500,000	500,000	500,000	500,000		2,200,000
Contingency				200,000	500,000	500,000	500,000	500,000		2,200,000
Total				3,000,000	5,000,000	5,000,000	5,000,000	5,000,000		23,000,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Major projects planned in 2021 (\$4,200,000):

- Replace Fire Control Panel at Central (\$195,000)
- Replace Parking Lot Lights at Champlin (\$180,000)
- Replace Boiler at Penn Lake (\$150,000)
- Replace Roof at Hopkins (\$390,000)
- Replace Parking Lot at Hopkins (\$260,000)
- Replace Roof at Pierre Bottineau (\$110,000)
- Other smaller projects (\$2,915,000)

Major projects planned in 2022 (\$2,400,000):

- Refurbish Protective Coating at Central (\$130,000)
- Replace Boiler at Franklin (\$150,000)
- Replace Roof at St. Louis Park (\$325,000)
- Replace Soffit at Franklin (\$100,000)
- Replace Roof at Linden Hills (\$950,000)
- Regrade Site/Stormwater Mgmt at Linden Hills (\$150,000)
- Other smaller projects (\$595,000)

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

Replacement of aging equipment and roofing will result in energy savings and a reduction in maintenance costs.

Changes from Prior CIP:

The 2021 estimate as decreased by \$1,000,000 from the 2020-2024 estimate as funding for emergency repairs for the old Brooklyn Park Library have been removed from this project as the vacant property was recently sold.

Board Resolutions / Supplemental Information:

Major projects planned in 2023 (\$2,100,000):

- Replace Boiler at Hopkins (\$120,000)
- Replace RTU at Pierre Bottineau (\$150,000)
- Replace HVAC at Plymouth (\$300,000)
- Replace Boiler at Rockford Road (\$125,000)
- Replace Boiler at St. Louis Park (\$120,000)
- Replace Roof at Franklin (\$275,000)
- Replace Roof at Penn Lake (\$500,000)
- Other smaller projects (\$510,000)

Major projects planned in 2024 & 2025:

- Replace AHU-2 at Champlin (\$100,000)
- Replace RTU at Roosevelt (\$125,000)

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 recently conducted in 2016.

This project is preceded by the following capital project:

- Library Facility Preservation 2016-2020 (1002168)
- Funded Budget: \$12,000,000
- Expenditures & Encumbrances: \$ 5,937,000
- Balance as of 12/21/2020: \$ 6,063,000

- Planned 2020 work is estimated at \$ 3,950,000
- Anticipated balance on 1/1/21: \$ 1,193,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			4,000,000	5,000,000	5,000,000	5,000,000	5,000,000	24,000,000
Administrator Proposed			4,000,000	5,000,000	5,000,000	5,000,000	5,000,000	24,000,000
CBTF Recommended			4,000,000	5,000,000	5,000,000	5,000,000	5,000,000	24,000,000
Board Approved Final			4,000,000	5,000,000	5,000,000	5,000,000	5,000,000	24,000,000

Project Name: 1006403 Library Equipment Replacement 2021-2025
Major Program: Operations
Department: Library

Funding Start: 2022
Funding Completion: 2022

Summary:

This project is to provide for new and replacement automated material handling (AMH) equipment throughout the Hennepin County Library (HCL) system.

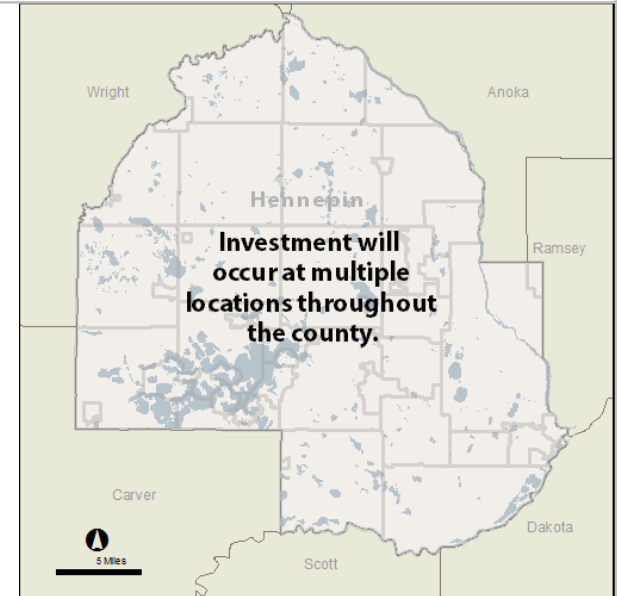
Purpose & Description:

The Hennepin County Library system is one of the most heavily used in the United States. This use manifests itself in many ways, two of which are addressed in this project: Use of the facilities and demand for materials.

Utilizing AMH technology provides many benefits for patrons and staff including; reducing ergonomic issues; minimizing potential damage to materials; materials are checked-in, returned to the shelf, and become available more rapidly; and reserved materials are getting to patrons more quickly.

HCL will be implementing new NXT Technology AMH machines at some locations. These machines are installed in library locations with high circulation in order to reduce manual handling and improve productivity.

Large UltraSort AMH equipment operating with pneumatic controls will be replaced with new electronic systems as they reach the end of the equipment lifecycle. Pneumatic controls, which operate at high volume, utilize rotators and spacers, which constantly move to place materials on book trucks. Newer machines use electronic controls and sort materials directly into bins, thus eliminating the use of constantly moving parts, which are subject to wear and tear. Replacement parts for the pneumatic controls are becoming obsolete, and the machines difficult to service.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO					450,000					450,000
Total					450,000					450,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Equipment					384,000					384,000
Contingency					66,000					66,000
Total					450,000					450,000

Project Name: 1006403 Library Equipment Replacement 2021-2025	Funding Start: 2022
Major Program: Operations	Funding Completion: 2022
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested			450,000					450,000
Administrator Proposed			450,000					450,000
CBTF Recommended			450,000					450,000
Board Approved Final			450,000					450,000

<p>Scheduling Milestones (major phases only): 2021-2024: New/replacement systems and repairs</p>	<p>Board Resolutions / Supplemental Information:</p> <p>This project is preceded by the following capital project:</p> <ul style="list-style-type: none"> ● Library Equipment Replacement 2016-2020 (1002169) ● Funded Budget: \$4,400,000 ● <u>Expenditures & Encumbrances: \$1,671,000</u> ● Balance as of 12/21/2020: \$2,729,000 <p>The following AMH refurbishment projects will be done out of project #1002169 in 2020:</p> <ul style="list-style-type: none"> ● Maple Grove Library AMH (\$450,000) ● Plymouth Library AMH (\$450,000)
<p>Project's Effect on County Priorities and the Operating Budget: None.</p>	
<p>Changes from Prior CIP: The 2021 estimate has decreased by \$3,520,000 from the 2020-2024 CIP as the Maple Grove Library AMH has been removed from this project scope and will be done using funds from the previous Library Equipment project, Library Equipment Replacement 2016-2020 (1002169). Additionally, the AMH's at Southdale and Brookdale have been removed from this project and have been added into the scope of the individual capital projects for those libraries.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			1,320,000	1,375,000		1,275,000		3,970,000
Administrator Proposed			1,320,000	1,375,000		1,275,000		3,970,000
CBTF Recommended			1,320,000	1,375,000		1,275,000		3,970,000
Board Approved Final			1,320,000	1,375,000		1,275,000		3,970,000

Project Name: 1005259 New Southdale Library
Major Program: Operations
Department: Library

Funding Start: 2019
Funding Completion: 2020

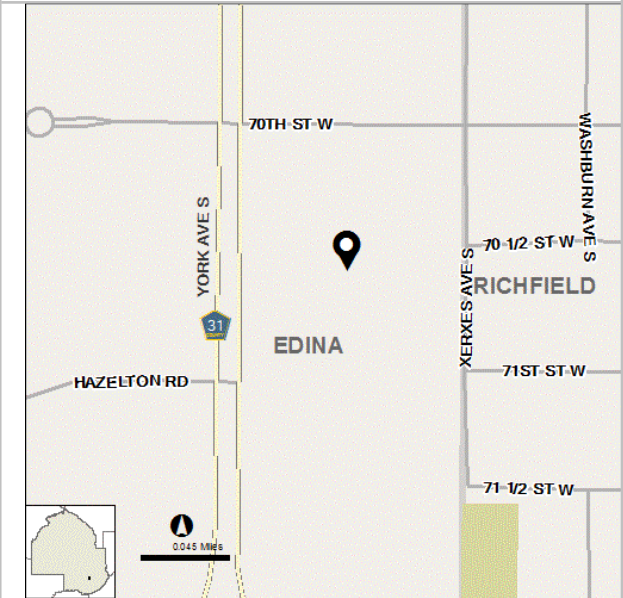
Summary:

This project will relocate the existing Hennepin County Southdale Library to a new, 57,700 rentable square foot, regional library facility located at the Southdale Center in Edina, MN.

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 the library to a new building to be constructed at the Southdale Center.

The new library building will be part of a new multi-tenant structure to be constructed by Southdale Center property owners and is part of a larger vision to bring a town-center live/work environment to this suburban area. The new library design will support Hennepin County library programs and services and incorporate recommendations and input received from the community and library staff. The new location, accessible by public transit, may also attract new library patrons. Building the library at the Southdale Center allows for seamless library services, as the library won't have to close during construction.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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: 2019
Major Program: Operations	Funding Completion: 2020
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2018-2019 Design: TBD Procurement: TBD Construction: TBD Completion: TBD</p> <hr/> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>Its is anticipated that there will be cost savings due to reduced energy usage consumption in the new facility.</p> <hr/> <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>	<p>Board Resolutions / Supplemental Information:</p> <p>In June 2019, Board Resolution 19-0190 approved that the County Administrator be authorized to negotiate Lease Agreement LS00000003 with Simon Property Group, or affiliated entity, for approximately 57,700 rentable square feet for a regional library at the Southdale Center.</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>
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Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	8,500,000	2,100,000	15,785,000	10,915,000				37,300,000
Administrator Proposed	8,500,000	2,100,000	15,785,000	10,915,000				37,300,000
CBTF Recommended	8,500,000	2,100,000	15,785,000	10,915,000				37,300,000
Board Approved Final	8,500,000	2,100,000	15,785,000	10,915,000				37,300,000

Project Name: 1004469 East Lake Library Refurbishment
Major Program: Operations
Department: Library

Funding Start: 2019
Funding Completion: 2025

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

- Cap ceiling of meeting room for acoustics and privacy and 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

Staff anticipate scope and timing to be adjusted during the summer of 2020 based on the facility needs as a result of recent property damage.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	90,000		90,000					410,000		500,000
Total	90,000		90,000					410,000		500,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting	90,000		90,000					364,000		454,000
Contingency								46,000		46,000
Total	90,000		90,000					410,000		500,000

Project Name: 1004469 East Lake Library Refurbishment	Funding Start: 2019
Major Program: Operations	Funding Completion: 2025
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):
 Scoping: 2025
 Design: TBD
 Procurement: TBD
 Construction: TBD
 Completion: TBD

Project's Effect on County Priorities and the Operating Budget:
 Facility Services operations cost difference will be determined by final scope of the project.

Changes from Prior CIP:
 Due to property damage to this library from the civil unrest this summer, emergency work and repairs will be done in 2020. Therefore, the schedule for this capital project has been pushed out an number of years, and only funding for a comprehensive programming & facility study is being requested at this time.

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 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, built in 1976, has not seen any major remodeling or refurbishments since 2007.
 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: roof replacement; 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. A full facility assessment for the library will be conducted in 2020.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	90,000	210,000	2,250,000	2,200,000				4,750,000
Administrator Proposed	90,000	210,000	2,250,000	2,200,000				4,750,000
CBTF Recommended	90,000		220,000	2,350,000	2,305,000			4,965,000
Board Approved Final	90,000		220,000	2,350,000	2,305,000			4,965,000

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO					1,194,000	3,895,000				5,089,000
Total					1,194,000	3,895,000				5,089,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction					375,000	3,332,000				3,707,000
Consulting					633,000	160,000				793,000
Equipment					31,000					31,000
Furnishings						113,000				113,000
Contingency					155,000	290,000				445,000
Total					1,194,000	3,895,000				5,089,000

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	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2022 Design: 2022 Procurement: 2023 Construction: 2023 Completion: 2023</p> <hr/> <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> <hr/> <p>Changes from Prior CIP:</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.</p> <p>It is planned that the library will be closed during construction (approximately 6 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		1,152,000	3,715,000					4,867,000
Administrator Proposed			1,193,000	3,896,000				5,089,000
CBTF Recommended			1,193,000	3,896,000				5,089,000
Board Approved Final			1,193,000	3,896,000				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 found in the 48 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
- Updated early literacy spaces for STEM (science, technology, engineering, math) learning opportunities
- 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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	200,000	200,000								200,000
Bonds - GO							1,325,000	9,135,000		10,460,000
Total	200,000	200,000					1,325,000	9,135,000		10,660,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction								7,186,000		7,186,000
Consulting	200,000	2,494	197,506				943,000	315,000		1,458,000
Equipment								415,000		415,000
Furnishings								457,000		457,000
Other Costs								183,000		183,000
Contingency							382,000	579,000		961,000
Total	200,000	2,494	197,506				1,325,000	9,135,000		10,660,000

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	2021 Budget	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

Scheduling Milestones (major phases only):
 Scoping: 2024
 Design: 2024
 Procurement: 2024
 Construction: 2025
 Completion: 2025

Board Resolutions / Supplemental Information:
 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.

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 between \$12,000 and \$15,000 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 Cool Counties Goal of 80% Green House Gas reduction by 2050 by reducing the carbon footprint of Westonka Library by 83,000 pounds of carbon dioxide annually. This is the equivalent of 8.5 homes.

The existing 8,600 GSF library building will be demolished. 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

Changes from Prior CIP:
 The 2021 estimate has increased \$740,000 over the 2020-2024 budget as the project schedule has been deferred.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	200,000	1,200,000	8,295,000					9,695,000
Administrator Proposed	200,000	1,200,000	8,295,000					9,695,000
CBTF Recommended	200,000		1,218,000	8,502,000				9,920,000
Board Approved Final	200,000		1,218,000	8,502,000				9,920,000

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	90,000	58,962	31,038		450,000	1,140,000	3,910,000			5,590,000
Total	90,000	58,962	31,038		450,000	1,140,000	3,910,000			5,590,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction		1,157	(1,157)			345,000	3,086,000			3,431,000
Consulting	90,000	57,805	32,195		385,000	312,000	79,000			866,000
Equipment						63,000	146,000			209,000
Furnishings						172,000	258,000			430,000
Other Costs					14,000	38,000	76,000			128,000
Contingency					51,000	210,000	265,000			526,000
Total	90,000	58,962	31,038		450,000	1,140,000	3,910,000			5,590,000

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	2021 Budget	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

Scheduling Milestones (major phases only):
 Scoping: 2020
 Design: 2023
 Procurement: 2023
 Construction: 2024-2025
 Completion: 2025

Project's Effect on County Priorities and the Operating Budget:
 None.

Changes from Prior CIP:
 The 2021 estimate has increased \$195,000 over the 2020-2024 budget as the project schedule has been deferred.

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	90,000	425,000	2,870,000	1,765,000				5,150,000
Administrator Proposed	90,000	425,000	2,870,000	1,765,000				5,150,000
CBTF Recommended	90,000		442,000	3,015,000	1,848,000			5,395,000
Board Approved Final	90,000		442,000	3,015,000	1,848,000			5,395,000

Project Name: 1004464 Linden Hills Library Refurbishment
Major Program: Operations
Department: Library

Funding Start: 2022
Funding Completion: 2024

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



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO					140,000	665,000	2,165,000			2,970,000
Total					140,000	665,000	2,165,000			2,970,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction						169,000	1,510,000			1,679,000
Consulting					112,000	279,000	168,000			559,000
Equipment						21,000	59,000			80,000
Furnishings						73,000	216,000			289,000
Other Costs						49,000	59,000			108,000
Contingency					28,000	74,000	153,000			255,000
Total					140,000	665,000	2,165,000			2,970,000

Project Name: 1004464 Linden Hills Library Refurbishment	Funding Start: 2022
Major Program: Operations	Funding Completion: 2024
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2023 Design: 2023 Procurement: 2024 Construction: 2024 Completion: 2025</p>	<p>Board Resolutions / Supplemental Information:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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 (full roof replacement, 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.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>There is potential energy and maintenance cost savings for Facilities Services depending on final lighting design.</p>	
<p>Changes from Prior CIP:</p> <p>No changes.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		159,000	371,000	1,537,000	770,000			2,837,000
Administrator Proposed		159,000	371,000	1,537,000	770,000			2,837,000
CBTF Recommended			165,000	380,000	1,615,000	810,000		2,970,000
Board Approved Final			165,000	380,000	1,615,000	810,000		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:

- Exterior masonry wall repairs and 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO						505,000	1,545,000			2,050,000
Total						505,000	1,545,000			2,050,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction							1,293,000			1,293,000
Consulting						384,000	96,000			480,000
Equipment						14,000	53,000			67,000
Contingency						107,000	103,000			210,000
Total						505,000	1,545,000			2,050,000

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	2021 Budget	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

<p>Scheduling Milestones (major phases only):</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>No changes.</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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested				467,000	1,483,000			1,950,000
Administrator Proposed				467,000	1,483,000			1,950,000
CBTF Recommended					485,000	1,565,000		2,050,000
Board Approved Final					485,000	1,565,000		2,050,000

Project Name: 1001788 Brookdale Library Refurbishment
Major Program: Operations
Department: Library

Funding Start: 2017
Funding Completion: Beyond 2025

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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	115,000		115,000				565,000	425,000	13,670,000	14,775,000
Total	115,000		115,000				565,000	425,000	13,670,000	14,775,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction									6,501,000	6,501,000
Consulting	80,000		80,000				565,000	425,000	424,000	1,494,000
Equipment									2,176,000	2,176,000
Furnishings									2,735,000	2,735,000
Other Costs									622,000	622,000
Contingency	35,000		35,000						1,212,000	1,247,000
Total	115,000		115,000				565,000	425,000	13,670,000	14,775,000

Project Name: 1001788 Brookdale Library Refurbishment	Funding Start: 2017
Major Program: Operations	Funding Completion: Beyond 2025
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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:

None.

Changes from Prior CIP:

The 2021 estimate has increased \$1,285,000 over the 2020-2024 CIP as the Automatic Materials Handling machine (AMH) for this location will now be funded from this project, in prior years it has been included in the Equipment Replacement 2021-2025 project (1006403).

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 with 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 three other major public service components that include Taxpayer Services Service Center, Human Services Satellite 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	115,000				566,000	847,000	11,962,000	13,490,000
Administrator Proposed	115,000				500,000			615,000
CBTF Recommended	115,000					566,000	12,809,000	13,490,000
Board Approved Final	115,000					566,000	12,809,000	13,490,000

Project Name: 1004444 Central Library Program/Asset Master Plan
Major Program: Operations
Department: Library

Funding Start: 2022
Funding Completion: 2022

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.

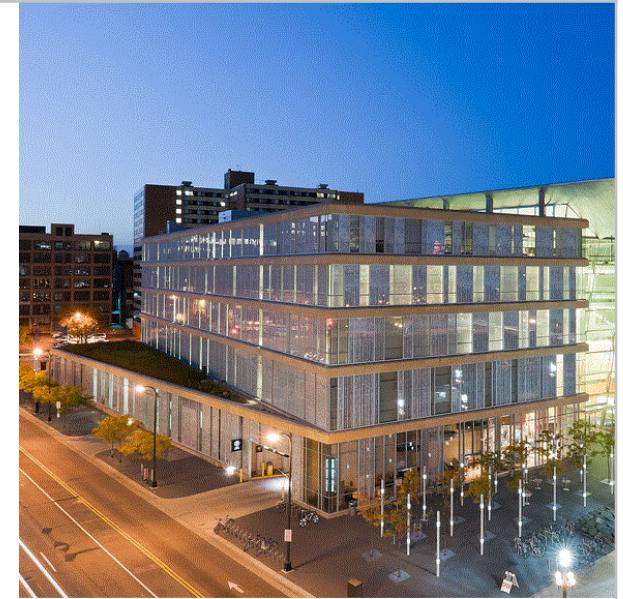
Purpose & Description:

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO					500,000					500,000
Total					500,000					500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting					500,000					500,000
Total					500,000					500,000

Project Name: 1004444 Central Library Program/Asset Master Plan	Funding Start: 2022
Major Program: Operations	Funding Completion: 2022
Department: Library	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2022 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>The 2021 estimate has increased by \$250,000 over the 2020-2024 budget due to the inclusion of a comprehensive facility assessment to go along with the programming / master plan study.</p>	<p>Board Resolutions / Supplemental Information:</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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			250,000					250,000
Administrator Proposed			250,000					250,000
CBTF Recommended				250,000				250,000
Board Approved Final				250,000				250,000

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.

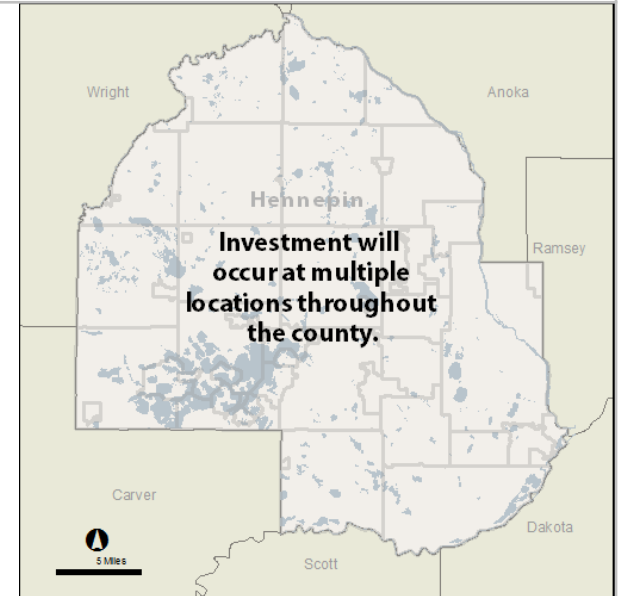
Purpose & Description:

Hennepin County has staff at over 80 owned facilities and more than 40 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax				500,000	500,000	500,000	500,000	500,000		2,500,000
Total				500,000	500,000	500,000	500,000	500,000		2,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				275,000	275,000	275,000	275,000	275,000		1,375,000
Consulting				150,000	150,000	150,000	150,000	150,000		750,000
Contingency				75,000	75,000	75,000	75,000	75,000		375,000
Total				500,000	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	2021 Budget	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

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:

The categories covered by this capital project now includes drinking water quality (including assessing potential for lead in drinking water), support for refrigerant detection warning systems (suffocation hazard if a larger system leaks) and miscellaneous special cleaning and disinfection as needed.

Board Resolutions / Supplemental Information:

Planned work for 2021:

- \$150,000 Asbestos Remediation
- 50,000 Mold Remediation
- 65,000 Safety Equipment/Services (including ergonomics)
- 50,000 Training and E-Learning Development
- 20,000 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
- 50,000 Environmental (including stormwater management)
- 25,000 Industrial Hygiene Equipment
- 25,000 Indoor Air Quality
- **\$500,000 2021 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.

This project is preceded by the following capital project:

- Environmental Health & Safety 2016-2020 (1002153)
- Funded Budget: \$2,000,000
- Expenditures & Encumbrances: \$1,743,000
- Balance as of 12/21/2020: \$ 257,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			600,000	600,000	600,000	600,000	600,000	3,000,000
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: 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 40 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 and reduced 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. Internal components, including the many entry doorways into the building, and the elevators and escalators are subject to wear from the thousands of citizens and employees moving throughout the building each day. Infrastructure systems including piping systems and HVAC components date to original construction and have surpassed their expected life.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	29,310,000	22,833,575	6,476,425	6,610,000	8,910,000	8,480,000				53,310,000
Other		19,310	(19,310)							
Total	29,310,000	22,852,885	6,457,115	6,610,000	8,910,000	8,480,000				53,310,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	25,827,000	20,417,566	5,409,434	6,039,000	8,163,000	7,793,000				47,822,000
Consulting	2,125,000	3,692,863	(1,567,863)							2,125,000
Equipment		82,497	(82,497)							
Furnishings		19,920	(19,920)							
Other Costs		112,394	(112,394)							
Contingency	1,358,000		1,358,000	571,000	747,000	687,000				3,363,000
Total	29,310,000	24,325,240	4,984,760	6,610,000	8,910,000	8,480,000				53,310,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

2019 Planned Activities: Ceiling replacement, parking ramp structural modifications C-level and B-level parking, Sheriff's Locker Room, revolving door replacement, mechanical work (2019-2022).

2020-2021 Planned Activities include: Mechanical work (2019-2022), structural modifications to D-level parking, storefront glass mechanical, abatement, C-tower riser replacement and accessibility compliance for bathrooms/showers.

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. Additionally, A-Level locker rooms, and restrooms have been remodeled in 2019-2020 and all of the A-Tower restrooms have been remodeled for accessibility needs in 2015-2016.

Furthermore, this project will continue restroom improvements by updating the, C-tower piping replacement/accessibility modifications to bathrooms, including abatement in these spaces. This 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.

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.

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

To be determined.

Changes from Prior CIP:

The 2021 estimate has increased by \$8,090,000 over the 2020-2025 budget as additional scope for the C-Tower riser project has been included in this project.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	22,634,000	9,676,000	4,350,000	4,280,000	4,280,000			45,220,000
Administrator Proposed	22,634,000	6,676,000	5,350,000	5,280,000	5,280,000			45,220,000
CBTF Recommended	22,634,000	6,676,000	5,350,000	5,280,000	5,280,000			45,220,000
Board Approved Final	22,634,000	6,676,000	5,350,000	5,280,000	5,280,000			45,220,000

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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				1,500,000	2,000,000	2,000,000	2,000,000	2,000,000		9,500,000
Total				1,500,000	2,000,000	2,000,000	2,000,000	2,000,000		9,500,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				1,350,000	1,800,000	1,800,000	1,800,000	1,800,000		8,550,000
Consulting				75,000	100,000	100,000	100,000	100,000		475,000
Contingency				75,000	100,000	100,000	100,000	100,000		475,000
Total				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
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Workplan for 2020 (\$1,700,000):

- Recommissioning at Penn Lake Library, Champlin Library, Maple Grove Library (\$200,000)
- Recommissioning at Government Center (\$300,000)
- Medina boiler controls and improvements (\$100,000)
- Lighting upgrades at ACF, CHS, FSB (\$300,000) & NorthPoint (\$700,000)
- Other small projects (\$100,000)

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.

Changes from Prior CIP:

The 2021 estimate has decreased by \$500,000 from the 2020-2025 budget as some work in this project will be delayed due to Covid-19 restrictions and budgetary needs.

Board Resolutions / Supplemental Information:

This capital budget request supports the efforts to reduce energy outlined in the 2013 Facility Services Energy Plan. This plan has a goal of reducing energy use by 20% by the year 2020. This resulting in an annual 3% energy reduction goal. Facility Services has a \$10 million annual operating energy budget and a 3% reduction goal would equate to about \$300,000 in energy cost reductions annually cumulative after each year. A new Facility Services Energy Plan to take the county beyond 2020 is under development.

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 2021 (\$2,000,000):

- Lighting upgrades at NorthPoint (\$700,000), Government Center (\$300,000)
- Lighting upgrades at Public Safety Facility (\$500,000)
- Recommissioning at 1800 Chicago, Brookdale & various libraries (\$500,000)

Planned work in 2022 (\$2,000,000):

- Lighting upgrades at Sheriff's Patrol Headquarters (\$100,000)
- Recommissioning at Bloom. HHW and Sumner, Linden Hills & other libraries (\$500,000)
- Brooklyn Park Park Transfer Station HVAC Upgrades (\$500,000)
- Solar at NorthPoint (\$150,000)
- Other small projects (\$750,000)

This project is preceded by the following capital project:

- Countywide Energy Conservation (1005176)
- Funded Budget: \$5,500,000
- Expenditures & Encumbrances: \$3,326,000
- Balance as of 12/21/2020: \$2,174,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Administrator Proposed			2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
CBTF Recommended			2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Board Approved Final			2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000

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.

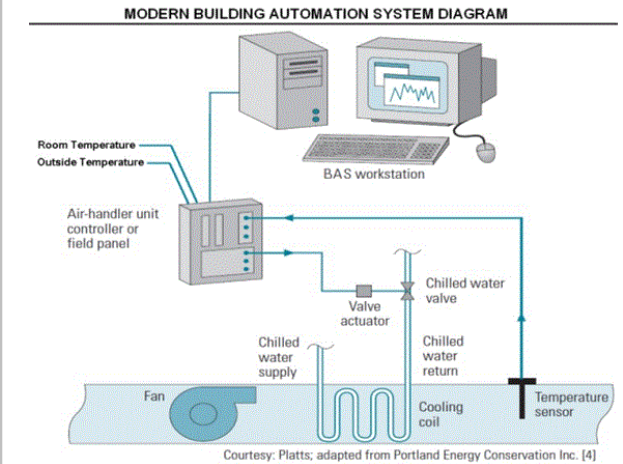
Purpose & Description:

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				1,700,000	2,185,000	2,060,000	1,070,000	1,070,000		8,085,000
Total				1,700,000	2,185,000	2,060,000	1,070,000	1,070,000		8,085,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				702,000	875,000	825,000	425,000	425,000		3,252,000
Consulting				143,000	183,000	173,000	90,000	90,000		679,000
Equipment				713,000	944,000	891,000	463,000	463,000		3,474,000
Contingency				142,000	183,000	171,000	92,000	92,000		680,000
Total				1,700,000	2,185,000	2,060,000	1,070,000	1,070,000		8,085,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Board Resolutions / Supplemental Information:

- Schedule:**
- 2019 \$ 900,000 ACF Womens, HCGC Lower Level, Sheriff's ESD HQ
 - 2020 \$1,200,000 NorthPoint, ACF Mens, HCGC Lower Level, Edina Library, Sheriff's Water Patrol
 - 2021 \$1,700,000 NorthPoint, ACF Mens, HCGC Penthouse, Brookdale Reg. Center
 - 2022-23 \$1,700,000 Public Safety Facility, PW Medina, HCGC Lower Level

Project's Effect on County Priorities and the Operating Budget:
To maintain a cost avoidance factor of 10%-15% in reduced energy expenditures

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 2022, 701 Building was deferred from 2020 to 2021, and the County Home School was put on hold.

Changes from Prior CIP:
The 2021 estimate has increased by \$2,350,000 over the 2020-2025 budget due to additional scope that now includes the Public Safety Facility as part of the project schedule.

- This project is preceded by the following capital project:
- Building Automation System Upgrades 2016-2020 (#1002155)
 - Funded Budget: \$2,000,000
 - Expenditures & Encumbrances: \$ 334,000
 - Balance as of 12/21/2020: \$1,666,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			1,350,000	1,050,000	1,125,000	1,110,000	1,100,000	5,735,000
Administrator Proposed			1,350,000	1,050,000	1,125,000	1,110,000	1,100,000	5,735,000
CBTF Recommended			1,350,000	1,050,000	1,125,000	1,110,000	1,100,000	5,735,000
Board Approved Final			1,350,000	1,050,000	1,125,000	1,110,000	1,100,000	5,735,000

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				5,000,000	7,000,000	7,000,000	7,000,000	7,000,000		33,000,000
Total				5,000,000	7,000,000	7,000,000	7,000,000	7,000,000		33,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				4,200,000	6,000,000	6,000,000	6,000,000	6,000,000		28,200,000
Consulting				400,000	500,000	500,000	500,000	500,000		2,400,000
Contingency				400,000	500,000	500,000	500,000	500,000		2,400,000
Total				5,000,000	7,000,000	7,000,000	7,000,000	7,000,000		33,000,000

Project Name: 1006397 Facility Preservation 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

MAJOR PROJECTS IN 2020 INCLUDE: (\$7,000,000)

- Bloomington Maint. \$200,000 (Parking lot, LED lighting)
- Brookdale \$1,100,000 (Parking lot, roof replacement)
- JDC \$2,000,000 (Replace life cycled plumbing fixtures)
- Orono Maint \$300,000 (LED lighting, replace damaged fence)
- PW Medina \$600,000 (CMED exhaust system, fix landscaping and parking lot)
- Ridgedale \$1,500,000 (Cooling tower, parking ramp, replace 22-year-old roofs)

Building & Elevator Condition Assessments 2021-2025: \$1,200,000

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 2021 estimate has decreased by \$2,000,000 from the 2020-2025 budget as some work in this project will be delayed due to Covid-19 restrictions and budgetary needs.

Board Resolutions / Supplemental Information:

MAJOR PROJECTS PLANNED IN 2021 INCLUDE: (\$5,000,000)

- Brookdale \$700,000 (Parking lot; replace security gates, replace VFD's)
- JDC \$400,000 (Chilled water coils, modernize restrooms, VAV control boards)
- Osseo Maint. \$270,000 (Seal concrete, replace south wall)
- PW Medina \$300,000 (LED lights, boiler components, glycol pumps, heating system)
- Sheriff Patrol HQ \$900,000 (Generator & transfer switch, parking lot/concrete, AHU & fire panel)
- Sheriff Radio \$950,000 (Parking lot, generator, lift gates, HVAC and plumbing, electrical circuit panels)
- TFS \$360,000 (Bollard replacement, elevator floor replacement, lighting, foam ceiling coating)

MAJOR PROJECTS PLANNED IN 2022 INCLUDE: (\$6,100,000)

- HCGC \$325,000 (Park Cafe equip., vinyl floor tile, torque buss ducts, electrical switch gear maint.)
- JDC \$820,000 (Chilled water coils, air diffusers, light fixtures, roof study, concrete replacement)
- Sheriff Patrol HQ \$400,000 (Garage floor, electrical circuit panels, CO sensors, SWAT roof replacement)
- Sheriff Radio \$750,000 (Update BAS & pneumatic HVAC, lift gates, HVAC and plumbing equipment)
- Sheriff Water Patrol \$425,000 (Replace generator, condenser on AHU, study/replace retaining wall)

MAJOR PROJECTS PLANNED IN 2023 INCLUDE: (\$7,100,000)

- FJC \$410,000 (Boiler replacement, study of elevators for code compliance)
- FSB \$650,000 (Roof replacement, exhaust fan replacements, BAS system, concrete replacement)
- JDC \$1,750,000 (Roof study and replacement, elevator study, concrete replacement)
- PW Medina \$1,625,000 (Replace roof sections, west parking lot, unit heaters, generator study)
- Sheriff ECF \$350,000 (Replace glycol in well system, exterior caulking and tuckpointing)
- Sheriff Radio \$425,000 (Replace life cycled HVAC and plumbing equipment)

• This project is preceded by the following capital project:

- Facility Preservation 2016-2020 (1002154)
- Funded Budget: \$21,200,000
- Expenditures & Encumbrances: \$12,736,000
- Balance as of 12/21/2020: \$8,464,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	35,000,000
Administrator Proposed			7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	35,000,000
CBTF Recommended			7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	35,000,000
Board Approved Final			7,000,000	7,000,000	7,000,000	7,000,000	7,000,000	35,000,000

Project Name: 1006402 General Office Space & Furniture Mods. 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Summary:

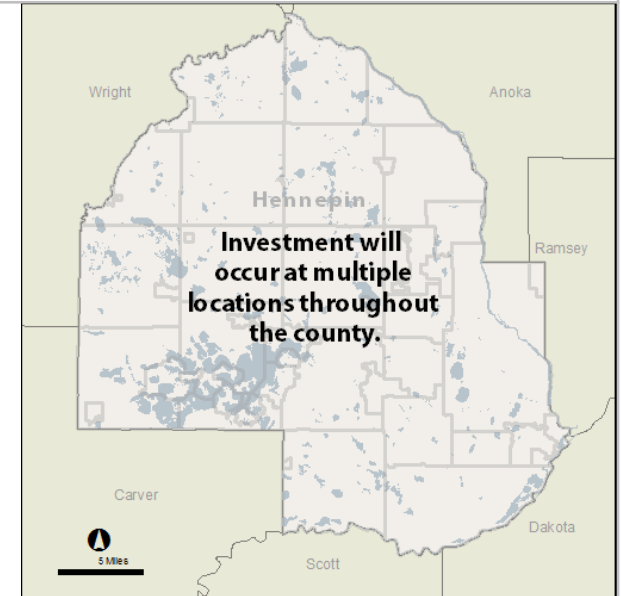
This project will fund general office space modifications as well as consulting for planning services in County buildings, including tenant improvements in non-County facilities (leased spaces).

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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				5,000,000	750,000	750,000	750,000	750,000		8,000,000
Total				5,000,000	750,000	750,000	750,000	750,000		8,000,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				4,000,000	600,000	600,000	600,000	600,000		6,400,000
Consulting				500,000	75,000	75,000	75,000	75,000		800,000
Contingency				500,000	75,000	75,000	75,000	75,000		800,000
Total				5,000,000	750,000	750,000	750,000	750,000		8,000,000

Project Name: 1006402 General Office Space & Furniture Mods. 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Board Resolutions / Supplemental Information:

This project is preceded by the following capital project:

- General Office Space Modifications 2016-2020 (#1002157)
- Funded Budget: \$2,000,000
- Expenditures & Encumbrances: \$1,722,000
- Balance as of 12/21/2020: \$ 278,000

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

None.

Projects that will be spending down the current balance in project #1002157 include:

- A-13 Furniture Lab
- A-23 Administrative Office Mods

Changes from Prior CIP:

This is a new project request.

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.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

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.

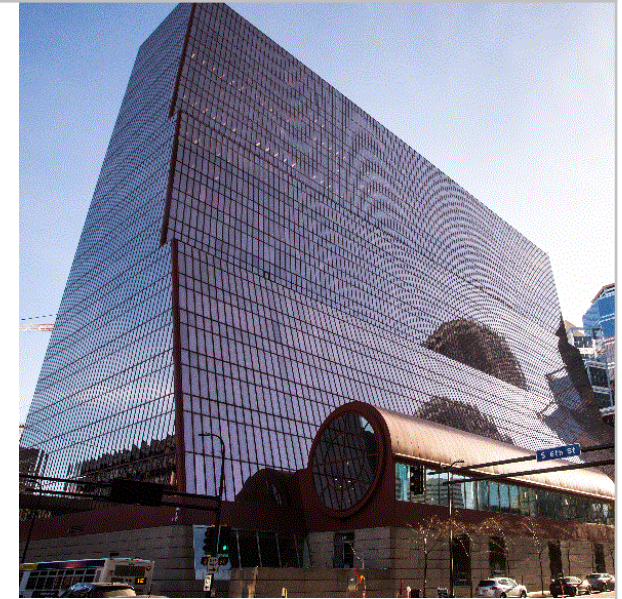
Purpose & Description:

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. As Thrivent constructs their new headquarters 1 block east of the 625 Building, the building is being leased by Thrivent. The completion of 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 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	12,200,000	278,342	11,921,658	3,700,000	1,800,000	1,500,000	800,000			20,000,000
Total	12,200,000	278,342	11,921,658	3,700,000	1,800,000	1,500,000	800,000			20,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	11,242,000	345,940	10,896,060	3,645,000	1,720,000	1,441,000	693,000			18,741,000
Consulting	75,000	119,056	(44,056)							75,000
Equipment	472,000	2,860	469,140							472,000
Furnishings	200,000		200,000							200,000
Other Costs	100,000		100,000							100,000
Contingency	111,000		111,000	55,000	80,000	59,000	107,000			412,000
Total	12,200,000	467,856	11,732,144	3,700,000	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	2021 Budget	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

Scheduling Milestones (major phases only):

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	2020	2021	2022-2024	Total
Mechanical / Electrical Upgrades / Replacement, including:	\$9,432,000	\$2,434,000	\$3,300,000	\$15,166,000
<i>Energy Management System Replacement (\$2.7m)</i>				
<i>Lighting Upgrades from Skyway thru LL (\$2.0m)</i>				
<i>4 large & 10 regular air handling unit replacements (\$4.5m)</i>				
<i>Mechanical/ductwork revisions from Skyway thru LL (\$2.1m)</i>				
Facility Preservation	\$270,000	\$70,000	\$60,000	\$400,000
Environmental Mitigation	\$123,000	\$246,000	\$615,000	\$984,000
IT Data Center Connection & Start Up	\$950,000	\$950,000		\$1,900,000
Security - Camera/Card Access Migration & Equipment	\$500,000			\$500,000
FF&E, A/V, Signage, Accessibility	<u>\$925,000</u>	<u> </u>	<u>\$125,000</u>	<u>\$1,050,000</u>
Sub Total	\$12,200,000	\$3,700,000	\$4,100,000	\$20,000,000

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

Changes from Prior CIP:

This is an order of magnitude estimate, costs most likely will be revised as this project progresses.

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		12,200,000	111	2,121,321	1,500,000	800,000		16,621,432
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: 2023

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 Houghton 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	11,672,000	9,759,612	1,912,388	3,963,000	3,085,000	1,760,000				20,480,000
Total	11,672,000	9,759,612	1,912,388	3,963,000	3,085,000	1,760,000				20,480,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	10,880,000	11,652,983	(772,983)	3,459,000	2,690,000	1,537,000				18,566,000
Consulting		3,600	(3,600)	251,000	195,000	112,000				558,000
Equipment	34,000		34,000	138,000	108,000	62,000				342,000
Other Costs		13,796	(13,796)	77,000	60,000	34,000				171,000
Contingency	758,000		758,000	38,000	32,000	15,000				843,000
Total	11,672,000	11,670,380	1,620	3,963,000	3,085,000	1,760,000				20,480,000

Project Name: 1005192 HCGC Elevator & Escalator Modernization
Major Program: Operations
Department: Facility Services

Funding Start: 2016
Funding Completion: 2023

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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 programing which will increase efficiency.

Scoping: Mar 2018
 Design: Jun 2018
 Procurement: Sep 2018
 Construction: Oct 2019
 Completion: Oct 2022

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.

Note: Elevator maintenance costs of \$1,915,513 will be paid from Facility Services Operating Budget.

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

To be determined.

Changes from Prior CIP:

The 2021 estimate has increased by \$2,895,00 over the 2020 budget due to increases in the scope of work based on several discoveries of the existing conditions. The increased scope of work will address the following:
 A) Lighting over the escalators area
 B) Security cameras, card readers, fire alarm system and communication line upgrades
 C) Abatement and other structural and mechanical/electrical discoveries related to elevators and escalators

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	7,700,000	3,972,000	2,971,000	1,971,000	971,000			17,585,000
Administrator Proposed	7,700,000	3,972,000	2,971,000	1,971,000	971,000			17,585,000
CBTF Recommended	7,700,000	3,972,000	2,971,000	1,971,000	971,000			17,585,000
Board Approved Final	7,700,000	3,972,000	2,971,000	1,971,000	971,000			17,585,000

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	10,228,000	5,725,767	4,502,233		3,311,000	1,737,000				15,276,000
Other		9,900	(9,900)							
Total	10,228,000	5,735,667	4,492,333		3,311,000	1,737,000				15,276,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	8,247,000	5,063,061	3,183,939		2,688,000	1,446,000				12,381,000
Consulting	1,010,000	727,646	282,354		329,000	170,000				1,509,000
Equipment	55,000	8,234	46,766		57,000					112,000
Furnishings		15,303	(15,303)							
Other Costs		6,284	(6,284)							
Contingency	916,000		916,000		237,000	121,000				1,274,000
Total	10,228,000	5,820,528	4,407,472		3,311,000	1,737,000				15,276,000

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	2021 Budget	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

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.

Board Resolutions / Supplemental Information:

Anticipated Workplan:

- 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
- 2021: Tunnel waterproofing, boiler refurbishment/replacement, HVAC modifications at Center Wing
- 2022: Elevator refurbishment, remove abandoned plumbing (North Wing)
- 2023: Roof replacement Penthouses/North Wing, cooling tower, replace flashing at window heads (North Wing)

Project's Effect on County Priorities and the Operating Budget:
 This project will reduce operational expenditures and downtime.

Changes from Prior CIP:
 No changes.

Notes:

- This project will be coordinated with another capital project, 1800 Chicago Intake/Triage Center (#1005173) which has been funded in previous years.
- Construction on the Intake/Triage Center began in spring of 2020 and will be completed in August of 2020 (interior renovations) and December of 2020 (exterior vestibule).

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	8,460,000	1,768,000	3,311,000	1,737,000				15,276,000
Administrator Proposed	8,460,000	1,768,000		3,311,000	1,737,000			15,276,000
CBTF Recommended	8,460,000	1,768,000		3,311,000	1,737,000			15,276,000
Board Approved Final	8,460,000	1,768,000		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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	475,000	17,820	457,180	955,000	470,000	4,300,000	5,400,000			11,600,000
Total	475,000	17,820	457,180	955,000	470,000	4,300,000	5,400,000			11,600,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	375,000	35,346	339,654	755,000	370,000	3,500,000	4,400,000			9,400,000
Consulting	50,000		50,000	100,000	50,000	400,000	500,000			1,100,000
Contingency	50,000		50,000	100,000	50,000	400,000	500,000			1,100,000
Total	475,000	35,346	439,654	955,000	470,000	4,300,000	5,400,000			11,600,000

Project Name: 1007236 Public Safety Facility Preservation
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2024

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Board Resolutions / Supplemental Information:

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.

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.

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.

Changes from Prior CIP:

No changes.

- **PROJECTS ANTICIPATED FOR 2021 (\$1,200,000):** Architectural (\$628K); Electrical (\$455K); Life Safety (\$39K); and Parking and Grounds (\$26K).
- **PROJECTS ANTICIPATED FOR 2022 (\$942,000):** Architectural (\$241K); Electrical (\$440M); Life Safety (\$65K); Mechanical (\$39K); and Parking and Grounds (\$156K).
- **PROJECTS ANTICIPATED FOR 2023 (\$3,432,000):** Architectural (\$169K); Electrical (\$65K); Elevators (\$2.8M); Life Safety (\$65K); Mechanical (\$13K); and Roofing (\$2M).
- **PROJECTS ANTICIPATED FOR 2024 (\$6,155,240):** Architectural (\$200K); Electrical (\$130K); Elevators (\$3.9M); Mechanical (\$1.2M); and Roofing (\$1.8M).

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 1002242 Countywide Security Systems & Equipment
Major Program: Operations
Department: Facility Services

Funding Start: 2015
Funding Completion: 2021

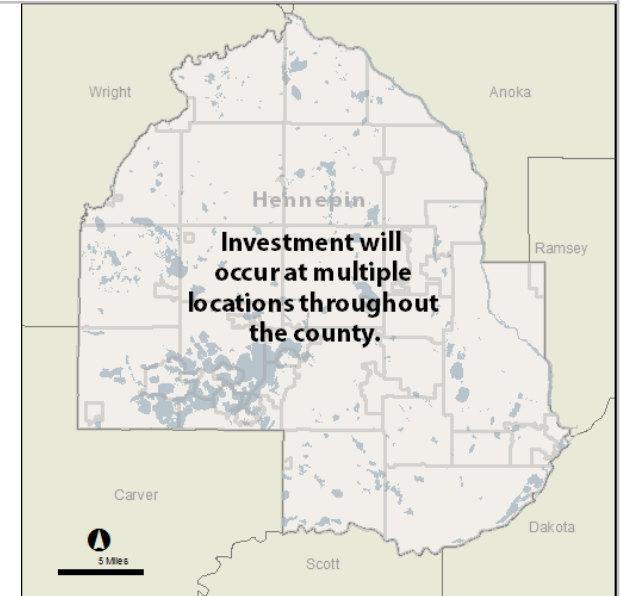
Summary:

This project will focus on updating and integrating card access and video management systems county wide. Both of these systems have reached end of life and are costly to maintain and operate. Other deliverables include upgrading the camera hardware from an analog to a digital platform, integrating other systems and replacing outdated security equipment.

Purpose & Description:

Providing greater camera resolution is helpful and more cost effective when trying to identify and monitor details and persons involved in crimes occurring on County property. This can help shorten investigations and incident review processes. IP cameras will reduce maintenance costs associated with overall reliability and systems updates, where technicians may not be required to be onsite. This project will replace approximately 4,120 analog cameras that are currently in use with new high definition IP cameras. The County currently has approximately 870 high definition IP cameras installed throughout the County. Integrating card access security systems will save workload, improve data accuracy, support compliance and optimize usability.

By updating the County's access control and video management systems, the County will become less dependent on existing proprietary systems and increase cost effectiveness by improving usability, data accuracy and reducing manual workload. In addition, reliability and scalability of these systems will support and provide for the county's long term needs. These systems will enhance the county's current capabilities for detecting potential threats, incident reviews and improved access management features. A unified interface for monitoring, control and response, operations would be more effective and far less cumbersome. This platform would provide policy driven processes to streamline system administration, maintain credential verification procedures, and provide department managers with more direct control and reporting of their areas.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	1,500,000	1,500,000								1,500,000
Bonds - GO	12,200,000	3,495,317	8,704,683	1,200,000						13,400,000
State - Other	400,000	400,000								400,000
Total	14,100,000	5,395,317	8,704,683	1,200,000						15,300,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	153,000	2,003,903	(1,850,903)							153,000
Consulting	1,386,000	7,882,008	(6,496,008)							1,386,000
Equipment	12,250,000	2,458,744	9,791,256	1,000,000						13,250,000
Other Costs		115,275	(115,275)							
Contingency	311,000	2,007	308,993	200,000						511,000
Total	14,100,000	12,461,937	1,638,063	1,200,000						15,300,000

Project Name: 1002242 Countywide Security Systems & Equipment	Funding Start: 2015
Major Program: Operations	Funding Completion: 2021
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	14,100,000	1,200,000						15,300,000
Administrator Proposed	14,100,000	1,200,000						15,300,000
CBTF Recommended	14,100,000	1,200,000						15,300,000
Board Approved Final	14,100,000	1,200,000						15,300,000

Scheduling Milestones (major phases only):

Project Updates:

- Video Management Software architecture and engineering is complete
- RFP for integrated access control/CCTV pending Board approvals in 2020
- Centralized storage for access/CCTV underway in 2020
- Implementation of UL compliant and redundant life safety alarm monitoring completed in 2019
- Weapons Screening modernization completed in 2019.
- Government Center Intrusion and Duress alarm upgrade completed in 2018.

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:

No changes.

Board Resolutions / Supplemental Information:

"Budget to Date" includes \$400,000 of County Program Aid which is categorized as a "State" funding source. County Program Aid is a general purpose state aid and is used by the county as an off-set to county levied Property Taxes.

2019-2021 Planned Work includes: generational changeover and modernization of multiple security systems at end of life. Through this program new integrations, functionality, and increased efficiencies will be realized over incumbent stand-alone products requiring substantial manual processes.

This project is made up of the following components and estimated costs:

- Camera system upgrades and modernization - \$6.0 million
- Video Management Deployment- \$2.6 million
- Access Control - \$3.0 million (total)
- Weapons Screening modernization - \$340,000
- Deployment of UL compliant central station alarm monitoring- \$100,000
- Security Consulting - \$2.0 million

Please note: Project tracking, expenditures and accounting are managed site by site and will account for potential building closures related to COVID-19 and/or other county strategies.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	10,000,000	4,100,000	1,200,000					15,300,000
Administrator Proposed	10,000,000	4,100,000	1,200,000					15,300,000
CBTF Recommended	10,000,000	4,100,000	1,200,000					15,300,000
Board Approved Final	10,000,000	4,100,000	1,200,000					15,300,000

Project Name: 1007209 625 Building Office Remodeling
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2023

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.

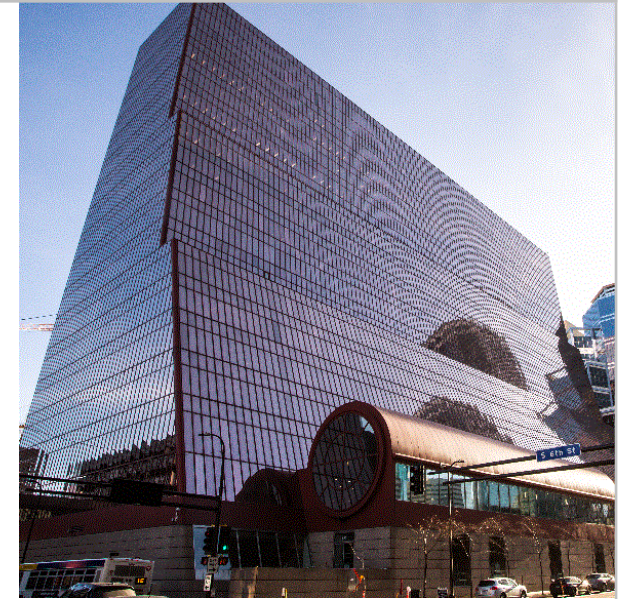
Purpose & Description:

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 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 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. This would allow FJC to be vacated and declared surplus. In addition, this acquisition permits the potential vacating of downtown leased space at 1801 Nicollet and the Grain Exchange.

The purpose of this project is to remodel office space in the 625 Building based on guidance from the Downtown Campus Master Plan, which was completed in August 2019. 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 Downtown Campus Master Plan provides a roadmap for the consolidation of staff and programs from FJC, 1801 Nicollet and the Grain Exchange into the 625 Building, the Government Center, the 701 Building, 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.

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 recommendations of the Downtown Campus Master Plan, approximately 210,300 SF on 11 floors in the 625 Building is proposed to be remodeled over a 3 to 4-year period.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	13,000,000	365,080	12,634,920	1,000,000	15,110,000	1,805,000				30,915,000
Total	13,000,000	365,080	12,634,920	1,000,000	15,110,000	1,805,000				30,915,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				1,240,000						1,240,000
Consulting		399,487	(399,487)	760,000						760,000
Contingency	13,000,000		13,000,000	(1,000,000)	15,110,000	1,805,000				28,915,000
Total	13,000,000	399,487	12,600,513	1,000,000	15,110,000	1,805,000				30,915,000

Project Name: 1007209 625 Building Office Remodeling	Funding Start: 2020
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

PHASE 1
Design: 3rd Qtr. 2019
On Hold: 2nd Qtr. 2019
Procurement: 1st Qtr. 2021
Construction: 2nd Qtr. 2021
Completion: 1st Qtr. 2022

PHASE 2
Design: 3rd Qtr. 2021
Procurement: 1st Qtr. 2022
Construction: 2nd Qtr. 2022
Completion: 4th Qtr. 2022

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.

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. A 20-year District Court Master Plan was started in October, 2018 and 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.

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

To be determined.

Additional available office space may be constructed to support back office administrative functions for Hennepin Healthcare (formerly HCMC) in order to vacate older portions of their east campus facilities. This remodeling will be requested by Hennepin Health Care.

This project originally included 177,300 on 8 floors of the building (4-6 and 10-14). Additional square footage has been added to this project on the main level (4,600 SF), skyway level (4,300 SF) and 3rd floor (24,100 SF) for a total of an additional 33,000 SF.

The cost per SF used for this order of magnitude estimate is \$147/SF.

Changes from Prior CIP:

The 2021 estimate has increase by \$4,915,000 over the 2020-2025 budget as an additional 33,000 SF of scope has been added that will remodel office space on floors 1 & 2 as well as remodel the 3rd floor for the County Attorney's Office to allow them to relocate out of their current space on 11 & 12 at the Health Services Building. This project is part of the Downtown Campus Master Plan and 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		11,000,000	11,000,000					22,000,000
Administrator Proposed		13,000,000	13,000,000					26,000,000
CBTF Recommended		13,000,000	13,000,000					26,000,000
Board Approved Final		13,000,000	13,000,000					26,000,000

Project Name: 1007210 Government Center Office Relocations & Remodeling
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2023

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, which were both completed in July 2019. 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 started in October, 2018 and 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 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	500,000		500,000	1,000,000	11,500,000	14,000,000				27,000,000
Total	500,000		500,000	1,000,000	11,500,000	14,000,000				27,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting				1,000,000						1,000,000
Contingency	500,000		500,000		11,500,000	14,000,000				26,000,000
Total	500,000		500,000	1,000,000	11,500,000	14,000,000				27,000,000

Project Name: 1007210 Government Center Office Relocations & Remodeling	Funding Start: 2020
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

PHASE 1
 Design: 2nd Qtr. 2021
 Procurement: 1st Qtr. 2022
 Construction: 2nd Qtr. 2022
 Completion: 4th Qtr. 2022

PHASE 2
 Design: 3rd Qtr. 2021
 Procurement: 3rd Qtr. 2022
 Construction: 4th Qtr. 2022
 Completion: 3rd Qtr. 2023

PHASE 3
 Design: 4th Qtr. 2022
 Procurement: 2nd Qtr. 2023
 Construction: 3rd Qtr. 2023
 Completion: 2nd Qtr. 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.

In addition to the relocation of Family Courts from the Family Justice Center, the acquisition of the 625 Building allows for the potential vacating of downtown leased space at 1801 Nicollet (Human Service's Mental Health Center) and the Grain Exchange (Human Services Hennepin Health program).

The Downtown Campus Master Plan provides a roadmap for the consolidation of staff and programs from FJC, 1801 Nicollet and the Grain Exchange into the 625 Building, the Government Center, the 701 Building, 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.

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 cost per SF used for this order of magnitude estimate is \$180/SF.

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

To be determined.

Changes from Prior CIP:

This project is part of the Downtown Campus Master Plan. 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		500,000	16,000,000	12,500,000	8,000,000			37,000,000
Administrator Proposed		500,000	12,000,000	9,000,000	5,500,000			27,000,000
CBTF Recommended		500,000	12,000,000	9,000,000	5,500,000			27,000,000
Board Approved Final		500,000	12,000,000	9,000,000	5,500,000			27,000,000

Project Name: 1007211 Government Center Court Relocations from FJC
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2023

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, which were both completed in July 2019. 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 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	500,000		500,000		1,500,000	12,000,000				14,000,000
Total	500,000		500,000		1,500,000	12,000,000				14,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction					473,000	5,951,000				6,424,000
Consulting					940,000					940,000
Equipment						4,309,000				4,309,000
Furnishings						1,634,000				1,634,000
Other Costs						106,000				106,000
Contingency	500,000		500,000		87,000					587,000
Total	500,000		500,000		1,500,000	12,000,000				14,000,000

Project Name: 1007211 Government Center Court Relocations from FJC
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2023

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Design: 4th Qtr. 2021
 Procurement: 4th Qtr. 2022
 Construction: 1st Qtr. 2023
 Completion: 3rd Qtr. 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.

In addition to the relocation of Family Courts from the Family Justice Center, the acquisition of the 625 Building allows for the potential vacating of downtown leased space at 1801 Nicollet (Human Service's Mental Health Center) and the Grain Exchange (Human Services Hennepin Health program).

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

To be determined.

The Downtown Campus Master Plan provides a roadmap for the consolidation of staff and programs from FJC, 1801 Nicollet and the Grain Exchange into the 625 Building, the Government Center, the 701 Building, 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.

Changes from Prior CIP:

This project is part of the Downtown Campus Master Plan. This is an order of magnitude estimate, costs most likely will be revised as this project progresses.

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.

The cost per SF used for this order of magnitude estimate is \$239/SF.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		400,000	600,000	10,000,000				11,000,000
Administrator Proposed		500,000	500,000	13,000,000				14,000,000
CBTF Recommended		500,000	500,000	13,000,000				14,000,000
Board Approved Final		500,000	500,000	13,000,000				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 5 floors of the Health Services Building to make way for Human Service's Mental Health Center to relocate from leased space at 1801 Nicollet and allow Hennepin Health's office to relocate from leased space at the Grain Exchange Building.

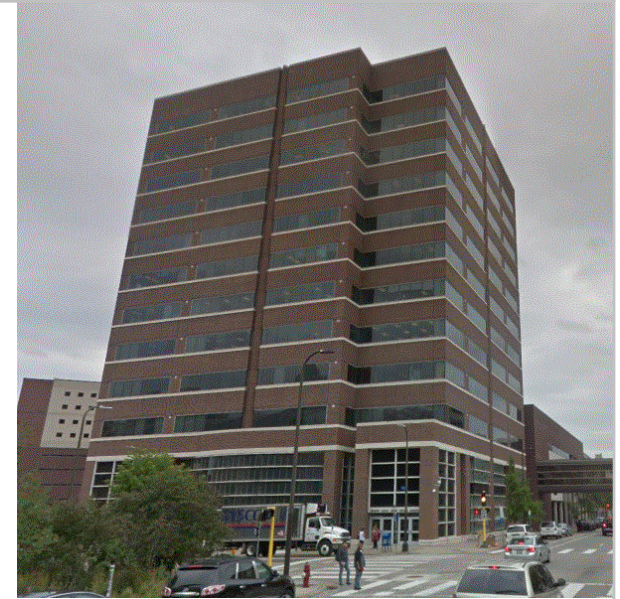
Purpose & Description:

The purpose of this project is to renovate space in the Health Services Building (HSB), located at 525 Portland Ave. S in downtown Minneapolis, to accommodate the relocation of Human Service's Mental Health Center based guidance from a Downtown Campus Master Plan, which was completed in July 2019 and a Mental Health Relocation Space Needs Study conducted in 2016. Additionally, Hennepin Health's offices in the nearby Grain Exchange Building will be relocated to allow the county to save leasing costs.

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 and allows for the potential vacating of downtown leased spaces at 1801 Nicollet (Human Service's Mental Health Center) and space the Grain Exchange located at 400 S. 4th St. (Human Services Hennepin Health program).

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.

Based on the recommendations of the Downtown Campus Master Plan, approximately 33,000 SF on Floors 8, 9 and 10 of the HSB would be relocated to the 625 Building and the 701 Building in order to provide space for relocation of the Mental Health Center. Additionally, relocation of floors 11 and 12 (County Attorney's Office) at HSB to the 625 Building will be pursued once a skyway is built, connecting the Juvenile Justice Center to the Minneapolis Skyway system. When this occurs, 22,000 SF of space on floors 11 and 12 at HSB will be remodeled to accept Hennepin Health from their leased Grain Exchange location.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				350,000	1,000,000	3,500,000				4,850,000
Total				350,000	1,000,000	3,500,000				4,850,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Contingency				350,000	1,000,000	3,500,000				4,850,000
Total				350,000	1,000,000	3,500,000				4,850,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

PHASE 1
 Design: 1st Qtr. 2022
 Procurement: 4th Qtr. 2022
 Construction: 1st Qtr. 2023
 Completion: 3rd Qtr. 2023

PHASE 2
 Design: 1st Qtr. 2023
 Procurement: 4th Qtr. 2023
 Construction: 1st Qtr. 2024
 Completion: 3rd Qtr. 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.

The Downtown Campus Master Plan provides a roadmap for the consolidation of staff and programs from FJC, 1801 Nicollet and the Grain Exchange into the 625 Building, the Government Center, the 701 Building, 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.

Remodeling of HSB 11 and 12 to accommodate the relocation of the Hennepin Health out of lease space is dependent upon a sky connection into the Juvenile Justice Center (not included in this capital project) which will allow the current tenants of HSB 11 and 12, County Attorney's Office, to relocate to the 625 Building (this is part of the 625 Building Office Remodeling (1007209) capital project).

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

Annual rents of \$390k at 1801 Nicollet and \$405k at Grain Exchange will be terminated once these programs move into county-owned space at HSB.

The cost per SF used for this order of magnitude estimate is \$152/SF.

Changes from Prior CIP:

The 2021 estimate has decreased by \$150,000 from the 2020-2025 budget as funding from this project has been transferred from this project to the 1008339 Mental Health Clinic Relocation project. Initially this project was going to add an additional 22,000 SF of scope to the budget to remodel floors 11 & 12 to make way for Hennepin Health to relocate out of their leased Grain Exchange location. However, as the budget process progressed, the Mental Health Center that was slated for HSB 8, 9 and 10 will now be relocating to the South Minneapolis Human Services Center via project 1008339. This project is part of the Downtown Campus Master Plan and this is an order of magnitude estimate, costs most likely will be revised as this project progresses.

RESOLUTION 20-0354R1 (12/15/2020):
 #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, and that insurance proceeds received by Hennepin County related to civil unrest be distributed as appropriate to various county funds and Hennepin Healthcare Systems, and that the Controller is authorized to adjust budgets and transfer, and disburse funds accordingly;

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			200,000	4,800,000				5,000,000
Administrator Proposed			200,000	4,800,000				5,000,000
CBTF Recommended			200,000	4,800,000				5,000,000
Board Approved Final			200,000	4,800,000				5,000,000

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 Property 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 37-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, front entry terrazzo replacement and roof replacements.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO					250,000	250,000	250,000	250,000		1,000,000
Lease Revenues				700,000	500,000	500,000	500,000	500,000		2,700,000
Total				700,000	750,000	750,000	750,000	750,000		3,700,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				600,000	600,000	600,000	600,000	600,000		3,000,000
Consulting				75,000	75,000	75,000	75,000	75,000		375,000
Contingency				25,000	75,000	75,000	75,000	75,000		325,000
Total				700,000	750,000	750,000	750,000	750,000		3,700,000

Project Name: 1006400 701 Building Facility Preservation 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Board Resolutions / Supplemental Information:

2020 Workplan includes (\$3,200,000):

- Skyway mechanical & electrical (\$650,000)
- Lighting & control modificatons (\$500,000)
- Entry terrazzo floor replacement (\$300,000)
- Floor 21 roof replacement (\$550,000)
- Other smaller projects (\$1,200,000)

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.

Anticipated Workplan:

- **Planned work for 2021 (\$750,000):** Electrical (\$725K); Mechanical (\$25K)
- **Planned work for 2022 (\$650,000):** Architectural (\$100k), Electrical (\$350k), Life Safety (\$50k), Mechanical (\$150k)
- **Planned work for 2023 (\$650,000):** Architectural (\$575k), Life Safety (\$75k)
- **Planned work for 2024 (1,300,000):** Roofing (\$1,300,000)

Changes from Prior CIP:
 No changes.

This project is preceded by the following capital project:

- 701 Building Facility Preservation 2016-2020 (1002159)
- Funded Budget: \$6,900,000
- Expenditures & Encumbrances: \$2,506,000
- Outstanding Invoices from CBRE: \$1,150,000
- Balance as of 12/21/2020: \$3,244,000

Note: This project will be coordinated with another capital project, 701 Building Façade Restoration (1005285)

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			750,000	750,000	750,000	750,000	750,000	3,750,000
Administrator Proposed			750,000	750,000	750,000	750,000	750,000	3,750,000
CBTF Recommended			750,000	750,000	750,000	750,000	750,000	3,750,000
Board Approved Final			750,000	750,000	750,000	750,000	750,000	3,750,000

Project Name: 1005285 701 Building Facade Restoration
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2022

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO					3,000,000					3,000,000
Total					3,000,000					3,000,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction					2,400,000					2,400,000
Consulting					300,000					300,000
Contingency					300,000					300,000
Total					3,000,000					3,000,000

Project Name: 1005285 701 Building Facade Restoration	Funding Start: 2022
Major Program: Operations	Funding Completion: 2022
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):
 Scoping: 2017
 Design: 2021
 Procurement: 2021
 Construction: 2021-2022
 Completion: 2021-2022

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.

Project's Effect on County Priorities and the Operating Budget:
 None.

Changes from Prior CIP:
 No changes.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 2021

Summary:

This project will provide secure access to the Target Field Station parking garage by securing elevator vestibules, enclosing parking entrances 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, 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				985,000						985,000
Total				985,000						985,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				581,000						581,000
Consulting				30,000						30,000
Equipment				254,000						254,000
Contingency				120,000						120,000
Total				985,000						985,000

Project Name: 1008045 Target Field Station Parking Ramp Security Mods	Funding Start: 2021
Major Program: Operations	Funding Completion: 2021
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Scoping: Feb 2019
 Design: Jul 2019
 Procurement: Feb 2021
 Construction: Jun 2021
 Completion: Aug 2021

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'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.

- 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
- Project was placed on hold in August 2019 as capital funding is being pursue
- All design work in 2019 was funded from the Facility Services operating budget

Changes from Prior CIP:

This is a new project request.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Project Name: 1006401 Accessibility Modifications 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

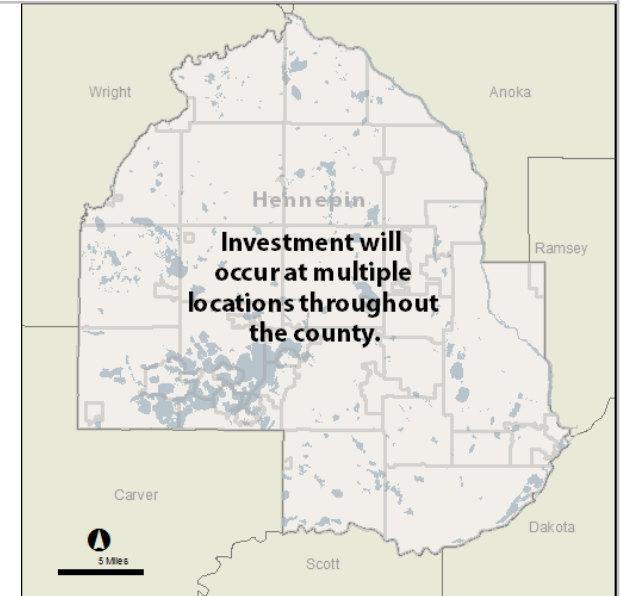
Summary:

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				250,000	250,000	250,000	250,000	250,000		1,250,000
Total				250,000	250,000	250,000	250,000	250,000		1,250,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				195,000	195,000	195,000	195,000	195,000		975,000
Consulting				30,000	30,000	30,000	30,000	30,000		150,000
Contingency				25,000	25,000	25,000	25,000	25,000		125,000
Total				250,000	250,000	250,000	250,000	250,000		1,250,000

Project Name: 1006401 Accessibility Modifications 2021-2025
Major Program: Operations
Department: Facility Services

Funding Start: 2021
Funding Completion: 2025

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Planned work in 2020:

- City Hall Accessibility Restroom Mods on 4th Floor (\$163,000)

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

Increases to program's operating budget may need to cover some accessibility

Changes from Prior CIP:

No changes.

Board Resolutions / Supplemental Information:

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.

Examples of work would include:

- 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.

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.

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.

This project is preceded by the following capital project:

- Accessibility Modifications 2016-2020 (1002156)
- Funded Budget: \$890,000
- Expenditures & Encumbrances: \$719,000
- Balance as of 12/21/2020: \$171,000

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	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: 2023

Summary:

This project will 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 130 owned and leased facilities that encompass over 6.4 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 all 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	270,000	8,764	261,236		200,000	140,000				610,000
Total	270,000	8,764	261,236		200,000	140,000				610,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	223,000	5,043	217,957		199,000	132,000				554,000
Furnishings	34,000	3,064	30,936							34,000
Other Costs		657	(657)							
Contingency	13,000		13,000		1,000	8,000				22,000
Total	270,000	8,764	261,236		200,000	140,000				610,000

Project Name: 1006554 County-wide Lactation Room Refurbishments	Funding Start: 2019
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):
 Completed work in 2019 includes a refurbished lactiation room at the Public Works Facility in Medina.

Project's Effect on County Priorities and the Operating Budget:
 None.

Changes from Prior CIP:
 No changes.

Board Resolutions / Supplemental Information:
 The average cost for a lactation room ranges from \$10,000 for a light upgrade to \$35,000 a newly created room.
 Following rooms will be updated in 2020 and 2021 to meet new standards:

- Ridgedale 127A
- Brookdale 615
- 701 Building 1445
- HCGC A0816
- HCGC A692A
- HSB L30

For 2021, the budget allows the following scope as needed:

- Create 2 new rooms
- renovate 1 existing room
- renovate 2 existing rooms with minor renovation

For 2022 the budget allows the following scope as needed:

- Create 2 new rooms
- Renovate 2 existing rooms

The Downtown Campus Master Plan projects will create/modify additional lactation rooms as part of its remodeling scope.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	100,000	170,000	225,000	35,000	80,000			610,000
Administrator Proposed	100,000	170,000	225,000	35,000	80,000			610,000
CBTF Recommended	100,000	170,000	225,000	35,000	80,000			610,000
Board Approved Final	100,000	170,000	225,000	35,000	80,000			610,000

Project Name: 1007468 Countywide Inclusive Restroom Modifications
Major Program: Operations
Department: Facility Services

Funding Start: 2020
Funding Completion: 2023

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Contingency	250,000		250,000		250,000	250,000				750,000
Total	250,000		250,000		250,000	250,000				750,000

Project Name: 1007468 Countywide Inclusive Restroom Modifications	Funding Start: 2020
Major Program: Operations	Funding Completion: 2023
Department: Facility Services	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

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 2020 which will outline an approach for future work for this project.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		150,000	150,000	150,000	150,000	150,000		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. Property 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.

Furthermore, by standardizing carpet selections across buildings we have been able to minimize the extent of "attic stock" needed for each building



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					300,000	200,000	150,000	125,000		775,000
Bonds - GO				150,000						150,000
Total				150,000	300,000	200,000	150,000	125,000		925,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				150,000	300,000	200,000	150,000	125,000		925,000
Total				150,000	300,000	200,000	150,000	125,000		925,000

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	2021 Budget	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

Scheduling Milestones (major phases only):

Project's Effect on County Priorities and the Operating Budget:
None.

Changes from Prior CIP:
The 2021 estimate has decreased by \$75,000 from the 2020-2025 budget as some work in this project will be delayed due to Covid-19 restrictions and budgetary needs.

Board Resolutions / Supplemental Information:

Work anticipated in 2021-2023 will include:

- 2021 - Plymouth Library (\$195k)
- 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 exiting 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)

This project is preceded by the following capital project:

- Carpet Replacement Program 2016-2020 (#1002158)
- Funded Budget: \$2,515,000
- Expenditures: \$2,378,000
- Balance as of 12/21/2020: \$ 137,000

RESOLUTION 20-0354R1 (12/15/2020): #10. That the 2021 Capital Budget be increased by \$150,000 for project 1006399 Carpet Replacement Program 2021-2025;

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested			200,000	200,000	200,000	200,000	200,000	1,000,000
Administrator Proposed			200,000	200,000	200,000	200,000	200,000	1,000,000
CBTF Recommended			200,000	200,000	200,000	200,000	200,000	1,000,000
Board Approved Final			200,000	200,000	200,000	200,000	200,000	1,000,000

Project Name: 1007488 Government Center South Plaza Improvements
Major Program: Operations
Department: Facility Services

Funding Start: 2022
Funding Completion: 2022

Summary:

This project will provide improvements to the Government Center South Plaza to create spaces that will be welcoming, inviting and supporting different activities including a Veterans Memorial.

Purpose & Description:

The Hennepin County Government Center is sited in a two city block area bordering 5th and 7th streets south and 2nd and 3rd Avenues in downtown Minneapolis. The open space to the south end of the Government Center is defined as the South Plaza. The original design of this plaza is mainly intact based on the original design of the project by Architect John Karl Warnecke featuring a large paved pure circular path with a grassy knoll in the heart bordered by diagonal street access paths carved into tree lined berms using granite pavers. In its current form, the South Plaza basically serves as a transit way for pedestrian traffic to enter and exit the Government Center. Summertime the existing South Plaza serves as a Farmer's Market available to downtown workers, residents and County staff on Thursdays.

Although the South Plaza was once given a Best Park in Minneapolis large scale award in 2011, the plaza is showing signs of age in both the paving and the natural features in the original trees and shrubs. The perimeter earth berming creates both a visual and a physical barrier to the street and sidewalks. Only five points of entry from the perimeter exist today. Many of the existing trees are beyond their service life and the grounds are showing signs of erosion. Recently the Metro Council created the C Line Rapid Transit (BRT) stop on Seventh Street and this has become a key transportation node.

This South Plaza Improvements will provide pedestrian connectivity from the adjacent streets while promoting more diverse activities and options for use while providing a new Veterans Memorial within the plaza to honor service men and women. There is also a need to provide greater connectivity to the 625 Building and the 701 Building to promote a Hennepin County Downtown Campus and the South Plaza provides this opportunity. There is also a need to provide a better physical connection to the Government Center on both the Street and Skyway levels. Multifunctional and practical uses for this space will be considered in the improvements.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax					200,000					200,000
Total					200,000					200,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Consulting					200,000					200,000
Total					200,000					200,000

Project Name: 1007488 Government Center South Plaza Improvements	Funding Start: 2022
Major Program: Operations	Funding Completion: 2022
Department: Facility Services	

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

Scheduling Milestones (major phases only):
 Consultant selection will occur 2nd quarter of 2021 and a tentative study will begin mid-year 2021.

Board Resolutions / Supplemental Information:
 Hennepin County host several summertime activities on specific days at the South Plaza including a Farmer's Market, Piano Days and Weekly Yard Games. All these activities promote community for residents and staff.

Project's Effect on County Priorities and the Operating Budget:
 To be determined.

A competitive designer selection process will take place as well as community outreach with downtown businesses, residents, veteran's associations and the general public during the design phase of the project.

The overall South Plaza is 2.16 acres or 94,035 SF in area. The makeup of this outdoor space is a follows:

- Hardscape area 35,695 SF
- Grass Circle area 24,870 SF
- Landscaped Berm 27,215 SF
- Monument Stairs & Terrace 6,255 SF

Changes from Prior CIP:
 No changes.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		200,000	800,000	9,000,000				10,000,000
Administrator Proposed			200,000					200,000
CBTF Recommended			200,000					200,000
Board Approved Final			200,000					200,000

Project Name: 1006502 MBC Safety Improvements Non-stage Work Areas
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2019
Funding Completion: 2024

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 stair, corner shafts, attic, and 4th and 5th Street Towers; adding exit signage; and adding attic occupant notification. Security upgrades will be included with the proposed 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	1,483,000	966,763	516,237	455,000	2,225,000	575,000	1,175,000			5,913,000
Total	1,483,000	966,763	516,237	455,000	2,225,000	575,000	1,175,000			5,913,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	1,335,000	966,758	368,242	455,000	2,225,000	575,000	1,175,000			5,765,000
Consulting	72,000		72,000							72,000
Contingency	76,000		76,000							76,000
Total	1,483,000	966,758	516,242	455,000	2,225,000	575,000	1,175,000			5,913,000

Project Name: 1006502 MBC Safety Improvements Non-stage Work Areas	Funding Start: 2019
Major Program: Operations	Funding Completion: 2024
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Phase A Construction: Complete by June 2020
Attic Abatement Procurement: May - July 2020
Attic Abatement: July - September 2020
Phase B CD completion: July 2020
Phase B Procurement and Contracting: August - October 2020
Phase B Construction: Nov 2020 - Feb 2021
Phase C Phase C Procurement and Contracting: January - April 2021
Phase C Construction: May - December 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

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

\$5,000 per year for additional testing

Changes from Prior CIP:

The 2021 estimate has decreased by \$1,570,000 from the 2020-2024 budget due to more accurate cost estimates as construction drawings have been completed, additionally there was a large reduction in projected abatement work.

Board Resolutions / Supplemental Information:

Total project costs are shared 50/50 with the City of Minneapolis.

Miller Dunwiddie and Associates has been awarded the design work for this project and has recently completed construction documents for Phase A and are near completion with the same for Phases B - F.

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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	1,033,000	550,000	2,950,000	2,950,000				7,483,000
Administrator Proposed	1,033,000	550,000	2,950,000	2,950,000				7,483,000
CBTF Recommended	1,033,000	550,000	2,950,000	2,950,000				7,483,000
Board Approved Final	1,033,000	450,000	2,275,000	2,275,000	750,000	700,000		7,483,000

Project Name: 1000935 MBC Exterior Improvements
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2016
Funding Completion: 2022

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. The MBC has since addressed a portion of the highest priority masonry problems and has now commenced to address remaining masonry repairs and repointing with the Phase 1 work.

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. Exterior lighting improvements will also be completed.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO	3,155,000	2,047,139	1,107,861		2,775,000					5,930,000
Total	3,155,000	2,047,139	1,107,861		2,775,000					5,930,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction	2,461,500	2,047,139	414,361		2,775,000					5,236,500
Consulting	611,400		611,400							611,400
Contingency	82,100		82,100							82,100
Total	3,155,000	2,047,139	1,107,861		2,775,000					5,930,000

Project Name: 1000935 MBC Exterior Improvements	Funding Start: 2016
Major Program: Operations	Funding Completion: 2022
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	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

Scheduling Milestones (major phases only):

Phase 1
Construction: Completed by December 2020

Phase 2
Bidding and Contracting: May - August 2020
Construction: August - December 2020

Phase 3
Design Dev and Construction Documents: Completed by September 2020
Bidding and Contracting: January - March 2021
Construction: April - November 2021

Board Resolutions / Supplemental Information:

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.

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.

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.

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

This project may provide small energy savings and reduced repair bills related to water infiltration.

Phase 1 of this project is currently under construction and scheduled for completion in December 2020. Because Phase 1 pricing came in below the estimated cost, Phase 2 procurement is currently under way using the HC Best Value Process and we anticipate starting Phase 2 construction in August 2020.

Changes from Prior CIP:

The 2021 estimate has decreased by \$1,975,000 from the 2020-2024 budget due to scope changes including the removal of the full window repairs and removal of the Platteville Limestone work. The limestone work will be addressed in other projects that are going on in the problem areas of the building. Additionally, bid prices for phase 1 has allowed the estimate to reflect more accurate pricing.

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 \$2,813,200 for Municipal Building Commission Exterior Improvements (CP 1000935);

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	3,155,000	2,150,000	2,600,000					7,905,000
Administrator Proposed	3,155,000	2,150,000	2,600,000					7,905,000
CBTF Recommended	3,155,000	2,150,000	2,600,000					7,905,000
Board Approved Final	3,155,000		2,600,000	2,150,000				7,905,000

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:

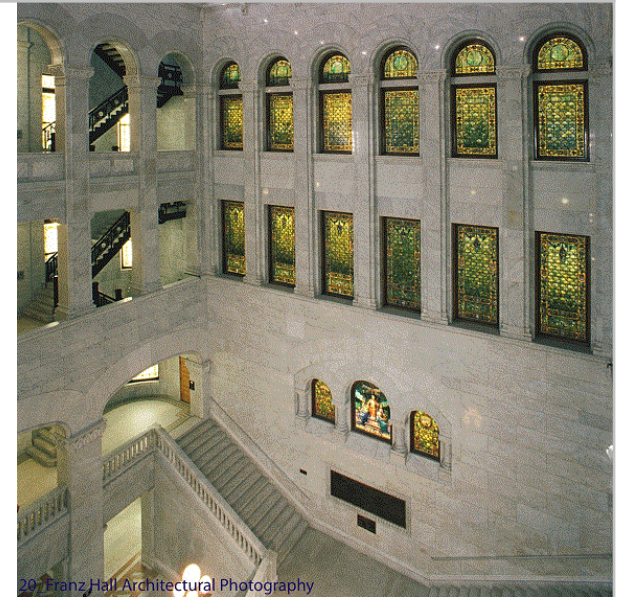
Life/Safety improvements reduce the potential for property, and human loss by fire. A serious fire would have a substantial adverse effect on the public services provided by City and County departments located in the building.

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.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	767,000	324,092	442,908							767,000
Bonds - GO	5,013,000	2,364,868	2,648,132	1,292,000	3,118,000					9,423,000
Other		2,219,518	(2,219,518)							
Total	5,780,000	4,908,478	871,522	1,292,000	3,118,000					10,190,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Land		1,165,153	(1,165,153)							
Construction	4,257,000	1,792,932	2,464,068	1,292,000	3,118,000					8,667,000
Consulting	947,000	66,600	880,400							947,000
Other Costs		1,883,793	(1,883,793)							
Contingency	576,000		576,000							576,000
Total	5,780,000	4,908,478	871,522	1,292,000	3,118,000					10,190,000

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	2021 Budget	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

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
- 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 2021 estimate has increased by \$4,491,000 over the 2020-2024 budget as previous estimates for future phases were very preliminary. The project has moved past design for Stages 19 & 15 and therefore costs are now more accurately known.

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 Stagework 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 Stagework.

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	5,434,000			125,000	140,000			5,699,000
Administrator Proposed	5,434,000			125,000	140,000			5,699,000
CBTF Recommended	5,434,000			125,000	140,000			5,699,000
Board Approved Final	5,434,000			125,000	140,000			5,699,000

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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	75,000	75,000								75,000
Bonds - GO	10,204,200	4,679,779	5,524,421	2,854,000	2,429,000					15,487,200
Other		4,735,092	(4,735,092)							
Total	10,279,200	9,489,871	789,329	2,854,000	2,429,000					15,562,200
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Land		2,040,040	(2,040,040)							
Construction	7,945,400	7,303,190	642,210	2,854,000	2,429,000					13,228,400
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	10,279,200	9,489,871	789,329	2,854,000	2,429,000					15,562,200

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	2021 Budget	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

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
- 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 2021 estimate has increased by \$4,073,000 over the 2020-2024 budget as previous estimates for future phases were very preliminary. The project has moved past design for Stages 19 & 15 and therefore costs are now more accurately known.

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 Stages work 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 Stages work. 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	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested	9,784,200	120,000	535,000	470,000	580,000			11,489,200
Administrator Proposed	9,784,200	120,000	535,000	470,000	580,000			11,489,200
CBTF Recommended	9,784,200	120,000	535,000	470,000	580,000			11,489,200
Board Approved Final	9,784,200	120,000	535,000	470,000	580,000			11,489,200

Project Name: 1007251 MBC 4th Street Reconstruction
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2021
Funding Completion: 2021

Summary:

This project will update the look, increase pedestrian safety and better accommodate the bikeway along the 4th street side of the City Hall / Courthouse.

Purpose & Description:

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. Over the years, very little work or upgrades have been done to the streetscape on the 4th Street side of the building.

This project will include the following enhancements:

- New bollards in front of the 4th Street Entry doors
- New granite benches behind the city planned planting beds (4 total)
- Exterior security cameras to be mounted on the new City streetlights (2 cameras total)

By adding the bollards, benches and cameras, building and pedestrian security will be improved and safer along 4th Street. This project will be done in correlation with a much larger project by the City of Minneapolis to replace the entire 4th Street Corridor starting at 2nd Avenue North down to 4th Avenue South. This timing presents a great opportunity to do the work while the street and sidewalk are already under construction.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				150,000						150,000
Total				150,000						150,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				150,000						150,000
Total				150,000						150,000

Project Name: 1007251 MBC 4th Street Reconstruction	Funding Start: 2021
Major Program: Operations	Funding Completion: 2021
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested		150,000						150,000
Administrator Proposed		150,000						150,000
CBTF Recommended		150,000						150,000
Board Approved Final		150,000						150,000

<p>Scheduling Milestones (major phases only):</p> <p>Scoping: 2019-2021 Design: 2021 Procurement: 2021 Construction: 2021 Completion: 2021</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Total project costs are shared 50/50 with the City of Minneapolis.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>There will be a small additional cost related to irrigating the new 4th Street planting beds.</p>	
<p>Changes from Prior CIP:</p> <p>The 2021 estimate has decreased by \$25,000 from the 2020-2024 budget as MBC is no longer pursuing the historic street lights, but have now included 2 security cameras as the cabling from the building should be done concurrently with the sidewalk replacement.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		175,000						175,000
Administrator Proposed		175,000						175,000
CBTF Recommended		175,000						175,000
Board Approved Final			175,000					175,000

Project Name: 1006518 MBC ADC Electric Locks Upgrade
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2020
Funding Completion: 2021

Summary:

This project will upgrade the electric cell locks in the Adult Detention Center, which is located in the City Hall / Courthouse, at 350 S 5th Street in Minneapolis, Minnesota.

Purpose & Description:

This project involves replacing 328 electric locks in the Adult Detention Center (ADC) that control access to the cells sally ports, and Quads. The existing locks are obsolete and parts are no longer available, they will be replaced with new locks from Southern Folger and the control signal will be modified by Stanley Integrator to locks to operate a complete lock cycle and the door hold open cycle.

The MBC has taken the initiative to work with Southern Folger to develop a new prototype that will work with the existing conditions. To complete this project, the door controls vendor (Stanley Integrator) will need to modify the signal going to the door to allow all possible door functions. The outcome of this project will bring uniformity to the ADC locks which will enhance security and simplify future repairs.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	55,000	55,000								55,000
Bonds - GO				960,000						960,000
Total	55,000	55,000		960,000						1,015,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction		7,585	(7,585)	960,000						960,000
Consulting	55,000		55,000							55,000
Total	55,000	7,585	47,415	960,000						1,015,000

Project Name: 1006518 MBC ADC Electric Locks Upgrade	Funding Start: 2020
Major Program: Operations	Funding Completion: 2021
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	55,000	960,000						1,015,000
Administrator Proposed	55,000	960,000						1,015,000
CBTF Recommended	55,000	960,000						1,015,000
Board Approved Final	55,000	960,000						1,015,000

<p>Scheduling Milestones (major phases only):</p> <p>The plan for this project has been modified to first do a pre-design/schematic design study in 2020 to understand the full scope of work and related cost so that the budget and scope can be refined for the 2021-2025 Capital Request.</p> <p>Scoping: June 2020 Design: January 2021 Procurement: May 2021 Construction: July 2021 Completion: January 2022</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Total project costs are covered 100% by Hennepin County as this work will only occur in the County's Adult Detention Facility.</p>
<p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p>	
<p>Changes from Prior CIP:</p> <p>The 2021 estimate has increased by \$235,000 over the 2020-2024 budget due to the addition of an initial pre-design study to determine the full scope of the project, ADC staff's request to replace additional 98 vintage locks around the ADC, as well as an increased cost escalation factor used for the estimate.</p>	

Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		55,000	725,000					780,000
Administrator Proposed		55,000	725,000					780,000
CBTF Recommended		55,000	725,000					780,000
Board Approved Final		55,000	725,000					780,000

Project Name: 1006384 MBC Electrical Upgrades
Major Program: Operations
Department: Municipal Building Commission

Funding Start: 2020
Funding Completion: 2021

Summary:

This project will upgrade the electrical distribution systems with a focus on the Adult Detention Center (ADC) floors at the City Hall/Courthouse building.

Purpose & Description:

A preliminary study was completed in 2018 and identified a number of items that should be replaced within the next 5 years due to age and maintainability. Items of note include conduct an arc flash/coordination study of the entire facility, replace aging electrical panels in the ADC, separate life safety from other loads, replace distribution components as needed.



REVENUE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Property Tax	50,000	25,000	25,000							50,000
Bonds - GO				650,000						650,000
Total	50,000	25,000	25,000	650,000						700,000

EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction				650,000						650,000
Consulting	50,000		50,000							50,000
Total	50,000		50,000	650,000						700,000

Project Name: 1006384 MBC Electrical Upgrades	Funding Start: 2020
Major Program: Operations	Funding Completion: 2021
Department: Municipal Building Commission	

Current Year's CIP Process Summary	Budget To-Date	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Department Requested	50,000	650,000						700,000
Administrator Proposed	50,000	650,000						700,000
CBTF Recommended	50,000	650,000						700,000
Board Approved Final	50,000	650,000						700,000

<p>Scheduling Milestones (major phases only):</p> <p>The plan for this project has been modified to first do a pre-design/schematic design study in 2020 to understand the full scope of work and related cost so that the budget and scope can be refined for the 2021-2025 Capital Request.</p> <p>Scoping: 2020 Design: 2021 Procurement: 2021 Construction: 2021 Completion: 2021</p> <p>Project's Effect on County Priorities and the Operating Budget:</p> <p>To be determined.</p> <p>Changes from Prior CIP:</p> <p>The 2021 estimate has increased by \$310,000 over the 2020-2024 budget due to the addition of an initial pre-design study to determine the full scope of the project, also adding to the increase was historical data from consulting engineers hired to conduct an ARC-FLASH study to determine the scope of follow-up construction, as well as an increased cost escalation factor used for the estimate.</p>	<p>Board Resolutions / Supplemental Information:</p> <p>Total project costs are covered 100% by Hennepin County as this work will only occur in the County's Adult Detention Facility.</p>
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Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested		50,000	340,000					390,000
Administrator Proposed		50,000	340,000					390,000
CBTF Recommended		50,000	340,000					390,000
Board Approved Final		50,000	340,000					390,000

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 is the basis of this request. 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. Any replacement of the existing drive and motor system will require that these units be removed for service and the equipment be repaired off site. This repair would require extensive down time, which would significantly impact ADC circulation. If the equipment cannot be repaired, it will require a full modernization of both units, as they are configured as a group, in turn, requiring extensive downtime to perform the RFP process.

The current DC geared machines for Cars 7 and 8 were installed in 1998 and are showing prolonged wear. One option that would be considered for this 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	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Bonds - GO				48,000	360,000	1,086,000				1,494,000
Total				48,000	360,000	1,086,000				1,494,000
EXPENSE	Budget To-Date	12/31/20 Act & Enc	Balance	2021 Budget	2022	2023	2024	2025	Beyond 2025	Total
Construction						820,000				820,000
Consulting				40,000	300,000	86,000				426,000
Contingency				8,000	60,000	180,000				248,000
Total				48,000	360,000	1,086,000				1,494,000

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	2021 Budget	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

<p>Scheduling Milestones (major phases only):</p> <p>Scoping/Pre-Design: 2021 Design: 2022 Procurement: 2023 Construction: 2023 Completion: 2023</p> <hr/> <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> <hr/> <p>Changes from Prior CIP:</p> <p>This is a new project request.</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.</p> <p>There is no cost sharing for this project as Cars 7 and 8 serve the ADC only.</p>
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Last Year's CIP Process Summary	Budget To-Date	2020	2021	2022	2023	2024	Beyond 2024	Total
Department Requested								
Administrator Proposed								
CBTF Recommended								
Board Approved Final								

Capital Budgeting Task Force Annual Report

2021 Capital Budget and
2021-2025 Capital Improvement Program
Recommendations

to the
Hennepin County Board of Commissioners

October 26, 2020

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Capital Budgeting Task Force Annual Report

Including
2021 Capital Budget and
2021-2025 Capital Improvement
Program Recommendations

presented to the
Hennepin County Board of
Commissioners

October 26, 2020

HENNEPIN COUNTY

MINNESOTA

October 26, 2020

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 2021-2025 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 2021-2025 period. In my remarks to the Administration, Libraries and Budget Committee, I will provide the rationale behind these recommendations.

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 during the past several years. 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



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CAPITAL BUDGETING TASK FORCE

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 reviewing departments' capital project requests, touring county facilities, and prioritizing the various capital project requests. 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 and agencies in February. The departments' capital project requests are first reviewed by County Administration and Facility Services staff 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 have guided the Task Force's current recommendations.

II. MEMBERSHIP

District	Member	Appointed by	Date Appointed	Expires
1	Susan Carlson Weinberg, Chair	Commissioner Michael Opat	12/1/01	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	Vacant	Commissioner Angela Conley		N/A
5	Jill Joseph	Commissioner Debbie Goettel	5/1/17	N/A
6	William Henney	Commissioner Jan Callison	3/1/14	N/A
7	James Schultz	Commissioner Jeff Johnson	8/1/19	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

III. SUMMARY OF ACTIVITIES FOR 2020

Meeting Date	Agenda
6/1/2020	2020-2024 Board Approved CIP (highlights; changes from CBTF recommendations). 2021 Operating Budget assumptions; COVID-19 planning, County Bonded indebtedness
6/8/2020	District Court Department of Community Corrections and Rehabilitation
6/15/2020	Public Safety Administration Sheriff's Office Medical Examiner
6/22/2020	Libraries
6/29/2020	Transportation Sales Tax Development Housing and Economic Development (formerly known as Community Works) Environment and Energy
7/6/2020	General Office and Downtown Master Plan Update Facility Services
7/13/2020	Emergency Preparedness Information Technology Municipal Building Commissioner
7/20/2020	Transportation Roads & Bridges
8/3/2020	Administrator's Proposed Budget
8/10/2020	CBTF Deliberations - Part 1
8/17/2020	CBTF Deliberations - Part 2
8/24/2020	CBTF Deliberations - Part 3
8/31/2020	CBTF Deliberations - Part 4

IV. GENERAL APPROACH TO CAPITAL IMPROVEMENTS (as of August 31, 2020)

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:

A. CBTF PRINCIPLES

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:

1. Revenues

Hennepin County utilizes various types of revenues to finance its capital improvement program: (a) property taxes, (b) dedicated funds, (c) bonded indebtedness, (d) revenues from the sale of real properties, and (e) enterprise fund revenues. The CBTF also has evaluated (f) alternative revenue sources to finance the capital program.

(a) 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 dedicated revenues. 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 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.

(b) 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 securing 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.

(c) 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 current and future property tax impacts, bond interest rates and capital needs.

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 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.

(d) 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 revenue source to support the capital program.

(e) 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.

(f) 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 obligation 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.

2. 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 absolutely 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. While the county will probably not experience the

growth in programs or employees that it has seen in the past, 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 highway and other 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 criteria in Section IV-B.

1. 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 and Energy Efficiency

The CBTF recognizes that considerable operating cost savings can be realized through the application of energy conservation efforts to new projects and existing County facilities. The CBTF acknowledges the County's "Cool County Initiative," with the goal to reduce greenhouse emissions 80% by 2050. The CBTF also recognizes that, within the estimated life of capital investments, the current cost of various energy sources may not reflect long-term costs to be experienced, and that installed energy systems will likely need future upgrading or replacement.

Therefore, the CBTF strongly supports the expenditure of capital funds to conserve energy and reduce emissions in the design of new assets and recommissioning of existing capital assets. In determining the level and extent of such funding, 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 for the funding of energy conservation and emission reduction efforts:

The County should pursue opportunities to conserve energy and reduce greenhouse gas emissions; however, the County should not make capital expenditures for which the pay-back period exceeds expected life of the asset.

Requested projects shall include an explanation of how the proposed project will reduce future operating costs, conserve energy and reduce greenhouse gas emissions, in support of the County's "Cool County Initiative," including projected payback for such measures.

The CBTF will be reviewing energy related projects on an annual basis and favorably consider funding those projects which are consistent with these guidelines.

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.

B. 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.

1. **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?
 - Will the project contribute significantly to program objectives?
 - Is the project an integral part of an overall plan to accomplish program objectives?
 - Will the project enhance clientele accessibility, comfort and convenience?
 - Will it increase the availability of service to populations currently underserved or unserved?

2. **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?

3. **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?
 - Have auxiliary costs been considered – such as site development utilities, parking?
 - How does the request compare to potential alternatives – including lease, turnkey contract for sale, and purchase of service?
 - What alternatives have been explored and what are the cost and effectiveness of these alternatives compared with the requested solution?

4. **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?

5. **Time Frame** – scheduled initiation and completion to meet policy and program objectives:
 - Is 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?

6. **Economic, Cultural and Environmental** – consideration of economies in timing, resource conservation, 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 vicinity upgrading 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 value?

7. **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, OSHA)?
 - Will the project help the county to comply with the Americans with Disabilities Act?

8. **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?

9. 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 reaction to the project genuine?
- Is it representative of the general public?

10. 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. 2021 – 2025 CAPITAL IMPROVEMENT PROGRAM RECOMMENDATIONS

CBTF Recommendations compared to Department Requests

The Capital Budgeting Task Force received over 150 capital project requests for the 2021-2025 period. The Task Force is recommending a 2021 Capital Budget of \$214,061,460 that requires \$2,075,000 in property taxes, \$154,277,870 in general obligation (GO) bonding supported by various taxes and other revenues, \$48,173,761 in federal and state revenues, and \$9,534,829 in other revenues.

Totals (rounded)	2021	2021-2025
Department Requests	208,000,000	1,069,000,000
<u>CBTF Recommendation</u>	<u>214,000,000</u>	<u>1,041,000,000</u>
Variance:	6,000,000	(28,000,000)
Property Tax		
Department Requests	1,575,000	13,300,000
<u>CBTF Recommendation</u>	<u>2,075,000</u>	<u>13,600,000</u>
Variance	500,000	300,000
General Obligation Bonding – Property Tax Supported		
Department Requests	138,000,000	564,000,000
<u>CBTF Recommendation</u>	<u>148,000,000</u>	<u>542,000,000</u>
Variance	10,000,000	(22,000,000)

CBTF Recommendations compared to Prior Year Board Approved Budget & CIP

The recommended 2021 capital budget is a decrease of \$248 million, or 54% less than the approved 2020 capital budget of \$462 million and the Recommended 2021-2025 Capital Improvement Program is \$629 million less than the 2020-2024 Board Approved CIP, mostly due to Transportation & Sales Tax Development project updates: Southwest LRT was fully budgeted in 2020 and the Bottineau LRT schedule slid out.

Totals (rounded)	Capital Budget	Five Year CIP
2021 CBTF Recommendation	214,000,000	1,041,000,000
<u>Board Approved for 2020</u>	<u>462,000,000</u>	<u>1,569,000,000</u>
Variance	(248,000,000)	(528,000,000)
Property Tax		
2021 CBTF Recommendation	2,075,000	13,600,000
<u>Board Approved for 2020</u>	<u>3,004,000</u>	<u>16,500,000</u>
Variance	(929,000)	(2,900,000)
General Obligation Bonding – Property Tax Supported		
2021 CBTF Recommendation	148,000,000	542,000,000
<u>Board Approved for 2020</u>	<u>107,000,000</u>	<u>556,000,000</u>
Variance	41,000,000	(14,000,000)
General Obligation Bonding – Transportation Sales Tax Supported		
2021 CBTF Recommendation	0	120,000,000
<u>Board Approved for 2020</u>	<u>161,000,000</u>	<u>402,000,000</u>
Variance	(161,000,000)	(282,000,000)
Transportation Sales Tax (Transfer from other funds)		
2021 CBTF Recommendation	1,000,000	91,000,000
<u>Board Approved for 2020</u>	<u>124,000,000</u>	<u>290,000,000</u>
Variance	(123,000,000)	(199,000,000)

B. Funding the Capital Improvement Program

Property Taxes

The CBTF is recommending property tax funding of \$2,075,000 for the 2021 capital budget. This revenue is programmed for those capital improvements which are not logical candidates for any other revenue source.

General Obligation Bonding

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.

The issuance of bonds allows the county to even out the property and transportation sales tax requirements while addressing current significant capital needs. The table shows the total general obligation bonding as recommended for the 2021-2025 capital improvement program, broken down by bonds that will be serviced with general property taxes, transportation sales & use taxes and enterprise revenues. Bonds that are issued as a general obligation of the county, but are internally recognized as funded with enterprise or other revenues, remain a general obligation of the county and are required to be serviced with other revenues (e.g. property taxes), should the respective revenues fail to materialize as projected.

Recommended general obligation bonding:

Year	Property Tax	Sales Tax	Enterprise	Total
2021	148,000,000	0	6,000,000	154,000,000
2022	152,000,000	0	6,750,000	158,750,000
2023	119,000,000	0	6,000,000	125,000,000
2024	62,000,000	40,000,000	6,000,000	108,000,000
2025	<u>61,000,000</u>	<u>80,000,000</u>	<u>6,000,000</u>	<u>147,000,000</u>
5-yr CIP	542,000,000	120,000,000	30,750,000	692,750,000

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.

The CBTF is recommending \$1 million in 2021 for the Southwest Light Rail Transit and an additional \$90 million over the five-year CIP toward Bottineau Light Rail Transit. All collected transportation sales and use taxes are accounted for in a Special Revenue Fund of the county and transferred into the respective capital projects. Therefore, the revenue source as listed for individual projects, is noted as “Transfer from Other Funds.”

1. PUBLIC WORKS

The Capital Budgeting Task Force is recommending \$80.7 million for 2021 and \$563.4 million for the 2021-2025 period for Public Works projects. This represents 38% of the recommended 2021 Capital Budget and 54% of the 2021-2025 Capital Improvement Program. The CBTF recommendations regarding Public Works projects are as follows:

Transportation Roads & Bridges

For Transportation Roads and Bridges investments, the CBTF is recommending a 2021 capital budget of \$72.2 million, funded with:

- \$33.8 million in state revenues
- \$8.6 million in federal revenues,
- \$26.2 million in county bonds,
- \$3.1 million from municipalities, and
- \$525,000 in property taxes

Included in the \$72.2 million 2021 capital budget, the CBTF is recommending \$12.6 million toward multiple transportation supplemental capital activities which address transportation infrastructure across the county. These include:

- Safety & Asset Management
- Cost Participation & Partnerships
- Project Delivery
- Advanced Traffic Management Systems
- Pedestrian Crossing Improvements

Because of the uncertainty and limits to future federal and state funding, the Transportation Roads and Bridges section excludes a number of projects estimated at \$93.1 million from its 2021-2025 capital improvement program request. These “provisional projects” will be added to the program if federal or state funding becomes available.

Regarding the whole of the 2021-2025 capital improvement program, the road or bridge projects noted below have recommended 2021 funding greater than \$5 million and total

project costs greater than \$10 million. In addition, 26 other road or bridge projects are budgeted for partial funding 2021 with amounts less than \$5,000,000.

Road/Bridge projects over \$5m in 2020 and over \$10m in total	2021 Budget	Total Project
2167600 CSAH 81-Replace Bridges #27007 and #27008 at Lowry Ave	10,900,000	21,335,000
2161100 CSAH 92 - Participate in MnDOT's CSAH 92 reconst at TH 12	18,311,111	22,311,111
2111000 CSAH 152-Reconstruct Road from CSAH 2 (Penn) to 41 st Ave N	5,750,000	17,508,000

Transportation Sales Tax & Development

The Transportation Sales Tax & Development area contains the investments in light rail and bus rapid transit, funded with the county's transportation sales and use tax which began on October 1, 2017. A mix of cash receipts as well as bonds financed with sales tax proceeds are utilized. Similar to past practice, for 2021, the CBTF is recommending budgets consistent with the schedules and financial plans as prepared with assistance from the Metropolitan Council. The county's current required funding commitment for the HC Southwest Light Rail was completed in 2020, therefore, no additional substantive budget commitments are anticipated. Regarding the HC Bottineau Light Rail Transit project, the CBTF is programming \$90 million in out-years of the capital improvement program, however, the project plan is subject to change on annual basis.

Environment & Energy

We are recommending funding of \$7.4 million in 2020 and programming \$34.7 million for the 2021-2025 Capital Improvement Program. Funding for all Environment & Energy projects is enterprise cash or general obligation bonding supported by enterprise revenues.

The 2020 recommendation is comprised of:

- \$5.0 million in additional funding to continue facility preservation work at the *Hennepin Energy Recovery Center*,
- \$350,000 toward *Transfer Station Facility Preservation*, and
- \$2.0 million toward the \$4.0 million *Organics Tipping and Loading Expansion*.

2. PUBLIC SAFETY AND JUDICIARY

The Capital Budgeting Task Force is recommending \$13.0 million for 2021 and \$39.7 million for the 2021-2025 period for Public Safety and Judiciary projects.

This represents 6% of the recommended 2021 Capital Budget and 4% of the 2021-2025 CIP.

Public Safety & Justice

The CBTF is recommending the final \$900,000 in 2021 toward the *Emergency Communications ARMER System Upgrade*. This final year of funding will address add-on component upgrades.

District Court

There are no projects programmed in the first 4 years of the CIP. However, there are some potential projects programmed for the fifth year, which will be reevaluated in future years.

Community Corrections & Rehabilitation

The CBTF is recommending a total 2021 budget of \$11.6 million, in support of two projects: \$11.6 million toward *Adult Corrections Facility Asset Protection*; and \$300,000 toward the *ACF Campus Master Plan Study*. In addition, several potential projects are programmed for further discussion in 2021 with possible studies and deeper evaluation beginning in 2022.

Sheriff's Office

With respect to the Sheriff's Office, the CBTF has recognized for a number of years that the existing Enforcement Services Division Headquarters is in very poor condition. We understand that there is a desire for a new facility and there may be a need for additional access to a training center and gun range. We have programmed \$200,000 in 2021 to move forward with an evaluation effort for both of these projects- as we believe they should be evaluated in tandem.

3. HEALTH

The Capital Budgeting Task Force is recommending \$68.9 million for 2021 and \$143.0 million for the 2021-2025 period for Health projects. This represents 32% of the recommended 2021 Capital Budget and 14% of the 2021-2025 Capital Improvement Program.

NorthPoint Health & Wellness

The preliminary phases of the *North Minneapolis Community Wellness Center* project are now complete, however bids came in high for the main construction phase resulting in a project delay, significant value engineering, and higher costs. We are recommending \$10.8 million in continued funding toward this project which is estimated to cost \$81.2 million.

Medical Examiner

With respect to the *Medical Examiner's New Regional Facility*, to be shared with Dakota and Scott counties, the CBTF is recommending the final \$21.9 million in 2021 toward this \$52.9 million project.

Medical Center

We understand that the medical center staff and oversight board have been working directly with the County Board regarding their facility needs. Due to this frequent dialogue, we did not have a presentation from medical center staff this year. Therefore, we are including the medical center's project requests as submitted to county

administration, but not making any budget recommendations regarding medical center. We support the County Board's close involvement with all decisions regarding the medical center this year and look forward to resuming regular updates on the medical center next year.

4. HUMAN SERVICES & PUBLIC HEALTH

For 2021, there is one Human Services project: a new Public Health Clinic for Homeless located in the former Augustana Care center near the medical center. We support this \$500,000 project and are pleased with the unique team approach that this project entails.

5. OPERATIONS AND LIBRARIES

The Capital Budgeting Task Force is recommending \$51.0 million for 2021 and \$294.9 million for the 2021-2025 period for Operations and Libraries projects. This represents 24% of the recommended 2021 Capital Budget and 28% of the 2021-2025 Capital Improvement Program.

Emergency Management

Programmed for 2022, an upgrade to the *Emergency Management Outdoor Warning Sirens* is anticipated with a potential cost of \$5.1 million. However additional details around the information technology components are yet to be determined.

Information Technology

For 2021, we are proposing \$4.3 million in funds for Information Technology initiatives. We are recommending an additional \$1.5 million toward the ongoing *Community Connectivity Initiative*, which installs fiber optic lines across the county to support the county's high-speed broadband needs; \$2.5 million for *General IT Upgrades & Enhancements* that may be necessary due to the growing requirements of a remote workforce, and \$250,000 to research the requirements of a future data center.

Housing and Economic Development (formerly Community Works)

For 2021, we are recommending \$175,000 toward the Southwest LRT Community Works project and \$400,000 toward the Penn Avenue Community Works project.

Libraries

The CBTF is recommending \$3.0 million toward *Library Facility Preservation*. We are also recommending \$300,000 to complete a long-term strategic vision including a new operating and service delivery model. We strongly feel that, with the impacts of COVID-19 on services, the 10+ year anniversary of the merger of the Minneapolis and Hennepin library systems, the overall changing technology drivers of service delivery, and the appointment of a new library director, now is the time to plan for the future of the library system.

Facility Services

The CBTF is recommending \$34.4 million in investment for 2021. This includes \$19.3 million for a number of significant countywide investments in *Facility Preservation, Environmental Health & Safety, Energy Conservation, Government Center Infrastructure & Elevator Upgrades* and similar projects.

Due to COVID-19 impacts on office space utilization and service delivery, County Administration has delayed portions of five projects related to the implementation of the downtown courts and office space consolidation and efficiency plan. In total, these five projects are estimated to cost around \$100 million over the next five years:

- *625 Building Occupancy Preparation & Rehabilitation* (\$20 million)
- *625 Building Office Remodeling* (\$31 million)
- *Government Center Office Relocation & Remodel* (\$27 million)
- *Government Center Court Relocations from Family Justice Center* (\$14 million)
- *Health Services Building Clinic & Office Remodeling* (\$8 million)

Municipal Building Commission

For 2021, we are recommending \$8.5 million toward eight projects that will continue to maintain and preserve the historic City Hall / Courthouse building which is jointly managed with the City of Minneapolis.

We are recommending continued funding of

- \$455,000 toward *Safety Improvements- Non Stagemwork Areas*;
- \$1.3 million toward *Life/Safety Improvements*;
- \$2.2 million toward *Mechanical Systems Upgrades*;
- \$2.8 million toward *Exterior Improvements*;
- \$650,00 toward *Electrical Upgrades*; and
- \$150,000 toward the *4th Street Reconstruction* project.

Additionally, we are recommending funding for two projects that are fully funded by the county: \$1.0 million for the *ADC Electric Locks Upgrade* and \$48,000 to start the \$1.5 million *ADC Elevator Upgrades* project.

CONCLUDING NOTE:

2021 is the only year for which a capital budget will be approved during the current budget review process. The remaining years of the proposed 2021-2025 Capital Improvement Program are important from the perspective of long-range financial planning and are required under the provisions of Minnesota Statutes 373.40; the law governing the County's general bonding authority. Nevertheless, the projects scheduled beyond the upcoming year can be adjusted annually as additional revenues become available or programmatic requirements change.

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.

For additional budget information visit:
www.hennepin.us/budgets



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