

What is “Infrastructure?”	
<p>Traditional Infrastructure This is infrastructure the City and/or County must provide at a basic level for public health and safety.</p>	<p>Water & Wastewater (Public Sewer, Public Water, Well and Septic Systems) Fire EMS Solid Waste (trash pick-up and disposal) Transit (Buses, Paratransit) Roads/Streets Bike & Pedestrian (Sidewalks, Bike Lanes, etc.) Stormwater and green infrastructure (things that control water from rains like storm sewer; berms, bioswales, subsurface retention systems, cisterns, etc.) Parks Trails/Greenways Street Trees</p>
<p>Non-Traditional Infrastructure These are things that may not have been considered infrastructure in the past, but are critical to a thriving community and may or should be considered infrastructure now or in the future.</p>	<p>Schools Libraries Public Health Broadband/Internet/Conduit/Fiber Child Care Arts & Culture/Public Spaces/Social Infrastructure Public Housing SMART Infrastructure (Adaptive traffic signals, SMART air quality sensors, etc.)</p>

Notes from 1/19/2022 Infrastructure Meeting

1. The group came to a consensus that it would be most helpful for staff to draft some infrastructure policies for the group to respond to.
2. The group provided guidance on what staff should consider when drafting infrastructure policies. The following list provides that guidance:
 - Both categories should have equal priority (Traditional and Non-Traditional)
 - What are the funding streams and how should we prioritize these
 - This matrix is categorical in nature and not a prioritization model
 - Need policy development for each of these
 - Find out which infrastructure from the non-traditional category is being addressed/covered by other groups
 - Overlap with other groups is important – we will need to discuss this at some point
 - We need parameters on development
 - Balance between improving existing parks and improving parks that have not yet seen investment
 - Seek funding opportunities (including federal) within policy development/maximize local tax dollars to work towards systemic improvements/provide job opportunities/involve youth

- Policies that don't use inequity to create further inequity or perpetuate it (parks within floodplains unable to be improved)
 - Make the ask of the developer to include in tandem with asking the CIP to fund those things out of compliance/underimproved
 - Tie additional performance conditions to developer led projects
 - Policy that extends infrastructure a set radius past the frontage of the development instead of just along frontage (connectivity)
 - Multimodal approach to transportation improvements (based on trips)
 - Policies that address climate change, development impacts, environmental concerns
 - Work with developers that commit to improving and investing in our communities and have positive impact on our water and sewer systems (more likely to approve? Expedited process? Incentivize the desired?)
 - Prioritization
 - Equity
 - Transit stops must have sidewalks and have protection from the elements
 - Train station connect to bus, transportation modes move smoothly between each other
 - Overpass over busy roads that are handicap accessible
 - Multimodal hub
 - Affordable transit for the average rider
 - Accessibility is important to every mode
 - Shouldn't have to go 30 or 60 minutes extra to use public transit
 - Sidewalks, curbs and gutters in places that don't have them.
 - Find a way to prioritize trails based on population and growth
 - Improve and maintain parks; prioritize funding to make all of parks look good and inviting
 - Fix and maintain things fairly and equitably
 - Youth conservation corps to clean up parks and trails (federal funding?)
 - Seek federal funding for systemic improvements; provide job opportunities for youth
 - New Development vs. retrofitting existing development
 - Shared garden in developments with affordable housing
 - Require closing of sidewalk gaps for new developments
 - Multi modal analysis of new developments
3. The group expressed interest in meeting with other policy working groups, including the Transportation Group. The group also asked why the policy working groups were being separated by topic.
 4. The group cautioned to not follow everything from other Comprehensive Plans (like Minneapolis2040).
 5. There was discussion about funding streams and how closely we should be planning and tying policies to the reality of financial constraints.