



City of Blaine

City Council Workshop

July 14, 2025 | 5:30 PM
Blaine City Hall
10801 Town Square Drive NE
Blaine, MN 55449

AGENDA

NOTICE OF WORKSHOP MEETING

In accordance with the provisions of Section 3.01 of the Blaine City Charter, a Council Workshop meeting is scheduled for the following purpose:

1. Call to Order

2. Roll Call

3. New Business

- 3.1.** 2025-158 State Lobbyist Update
Sponsors: Erik Thorvig, Interim City Manager/Community Development Director
- 3.2.** 2025-159 Concept Plan for 10601 Naples Street NE
Sponsors: Sheila Sellman, Assistant Community Development Director
- 3.3.** 2025-160 Federal Lobbying Update
Sponsors: Erik Thorvig, Interim City Manager/Community Development Director
- 3.4.** 2025-161 2026-2030 Capital Equipment Plan
Sponsors: Jason Zimmerman, Finance Director
- 3.5.** 2025-162 2026-2030 Transportation Capital Improvement Plan
Sponsors: Jason Zimmerman, Finance Director
- 3.6.** 2025-163 105th Redevelopment Project Discussion
Sponsors: Erik Thorvig, Interim City Manager/Community Development Director

4. Other Business

5. Adjournment



City of Blaine Staff Report

File Number: 2025-158

Agenda Date

July 14, 2025

Status

In Control

City Council

File Type

Workshop Item

New Business - Erik Thorvig, Interim City Manager/Community Development Director

Agenda Item # 3.1

State Lobbyist Update

Background

The Lockridge Grindual Nauen team will provide an update on lobbying efforts during the 2025 legislative session. They will address progress on city priorities. They will summarize the specific lobbying work they did on behalf of the City and will request preliminary input on legislative strategy moving forward.

Staff Recommendation

Questions for Council

Attachment List

1. Legislative Priorities (State) 2025

CITY OF BLAINE

STATE LEGISLATIVE PRIORITIES 2025

The following legislative priorities are of the highest importance to the City of Blaine. The City of Blaine and the lobbying team from Lockridge Grindal Nauen (LGN) will work with the legislature, and Blaine's legislative delegation to advocate for these initiatives.

2025 Focus Priorities:

1. Social District

This effort would involve the City of Blaine having authority to establish a social district, similar to the Cities of Shakopee, Anoka, and Stillwater. If authorized by the legislature, the city can designate specific areas within the city where open alcohol containers are permitted, based on requirements set forth in law. The sports entertainment district is the impetus for the request.

2025 Goals: LGN will work with our local delegation and other stakeholders at the legislature toward including Blaine in the existing social district law.

2. District Sales Tax (Sports Entertainment District)

There has been discussion about the ability to establish a limited-area sales tax in the Radisson & 105th redevelopment area.

2025 Goals: While there is currently a moratorium on any new sales tax initiatives, the 2025 effort would be to start working towards the city ability to establish such a sales tax for the district once the moratorium is lifted.

UPDATE: District Sales Tax (Sports Entertainment District)

A bill was drafted that would give the city authority to establish a special taxing district for the 105th redevelopment area. The bill authorizes up to a 3% tax on food, beverage, lodging and admissions within the district. The revenue can be used to pay debt from the issuance of bonds, for public safety and district maintenance expenses and capital improvements. Establishment of the tax would need action by the City Council. The tax must not be terminated before January 1, 2055. The geographic boundaries for the district generally include the 105th redevelopment area north of 105th Avenue.

2025 Goals: Present the bill and work with local legislators. Given the district won't be operational for several years, the intent was to introduce a bill this year and if it isn't approved, make another attempt in 2026.

3. Transportation

Senator Kreun has indicated an interest in working with the city on a transportation project. Staff has met with the Senator and his legislative aide and they are discussing potential projects. The options are limited as neighborhood streets would not be a candidate, and we would need county partnership on other major thoroughfares. However, a few potential projects have been identified

and will be further explored. Council will be updated as discussions continue and will be asked to select a project for the Senator to promote on the city's behalf.

2025 Goals:

LGN to support the city's work with Senator Kreun and the other members of our local delegation to pursue funding.

Continued from previous years:

1. Trunk Highway 65

Public safety improvements and easing congestion on Trunk Highway 65 (TH 65) are of great importance to the City of Blaine and its residents. The 2023 legislative session resulted in fully funding segment 2 of the project. For the 2025 session, Anoka County and other stakeholders will be taking the lead on segments 1 and 3. The City of Blaine will support their efforts to advance those portions of the project.

2025 Goals:

LGN will continue to monitor proposed legislation and meetings with partners who support Highway 65 funding including:

- The Highway 65 Corridor Coalition
- The Metro North Chamber of Commerce as requested
- Anoka County Board Meetings as requested
- LGN will continue to monitor and support remaining phases of Highway 65.
- LGN will work collaboratively with Anoka County on Highway 65 as requested where needed and directed by the city

2. Support Local Control

In matters before the legislature, in general the City of Blaine supports retaining local control by the elected Blaine City Council and the staff.

2025 Goals:

- Monitor legislative proposals and report to the city any that challenge local control; develop city position and share with local delegation and legislative leadership
- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

3. Oppose Unfunded Mandates

The City of Blaine opposes passing unfunded mandates on to cities. We oppose efforts by the state to fund policy priorities through mandates on cities without state funding attached.

2025 Goals:

- Monitor legislative proposals and report to the city any that contain unfunded mandates; develop city position and share with local delegation and legislative leadership
- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

4. Oppose Efforts to Mandate Reduction in Development and Building Fees

Housing First – Housing First MN has led efforts in previous legislative sessions to reduce development and building related costs that cities charge which, in their opinion, drives up the cost of housing. We believe our costs are justified and oppose changes this group is advocating for. The League of Minnesota Cities and Metro Cities represent cities opposing these changes.

2025 Goals include:

- Monitor legislative proposals and report to the city any that contain mandated fee reductions; develop city position and share with local delegation and legislative leadership
- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

5. Monitor Proposed MPCA Fee Increase for MS4 Permits

MPCA previously recommended a fee increase from \$80 per year (collected as \$400 at every five-year renewal) to \$5,000-8,000 annually. The City of Blaine is opposed to any fee increase unless MPCA can explain the services provided and the rationale for said increase. The MPCA is not currently actively proposing a fee increase, however, this is a topic that should be closely monitored.

2025 Goals:

- Monitor and assist the city of Blaine in opposing the significant fee increase proposed by the MPCA for the MS4 Permits.
- Gather information from MPCA and/or other reliable sources as to the status of the proposed fee increase and the rationale for the increase.

7. Law Enforcement-Related Legislation

The Minnesota Chiefs of Police Association (MCPA) annually develops a legislative agenda. Chief Podany may request Council direction as to whether or not to support, monitor, or oppose specific legislation. He may also request Council's support to is he is asked to testify on certain

legislation. Staff will coordinate with City Council, and update the legislative priorities as appropriate.

2025 Goals:

- Monitor legislative proposals and coordinate with Chief Podany to develop proposed city positions; once council approved, share city positions with local delegation and legislative leadership

8. Limits on Park Dedication Fees

Historically there have been proposals to cap Park Dedication fees at a maximum of \$5,000. This is another specific example of a limit on local control. We believe our costs, which are annually reviewed by City Council, are justified.

2025 Goals:

- Monitor legislative proposals and report to the city any that contain attempts to cap these fees; develop city position and share with local delegation and legislative leadership
- Work in conjunction/partnership with LMC and Metro Cities; assist City Staff with data gathering and letters of support when requested

9. Other Potential Matters for Discussion

- Support NSC requests for capital funding
- Regional Emergency Base for Fire/Hazmat, etc., Station 5/PD Base - As we look at a new Station 5, we are exploring the possibility that the proposed station be a regional asset for things like HAZMAT/Chemical Team, DNR Wildland firefighting, various other options., and that it also include parking and storage capabilities.
- Lift Moratorium on Cities Increasing Sales Taxes for Parks and Trails – as a matter of local control, continue to have a process which allows individual cities to determine whether to pursue local sales tax for parks and trails or other purposes
- Digital Media Fee to Support Local Community Television – Continue to monitor LMC and MACTA activities related to modernization of revenue streams for community television and updated forms of franchise fees for broadband and streaming services.
- Funding for Non-Municipal State Aid City Streets
- Official State Mapping Responsibility
- Authority to implement Infrastructure Fees
- MN Plumbing Board (DLI) Storm Sewer Requirements Ruling

Formal Reports to Council:

The lobbying team will report to City Council regularly via e-mail and check in calls with the Mayor and City Manager. The team will formally report to City Council as a whole at workshops as needed.

City Positions on Legislation

Staff is sometimes asked by the LMC or Metro Cities to submit letter of support or opposition regarding proposed legislation. Other times, staff becomes aware of proposed legislation that is of interest or concern. If clearly consistent with legislative priorities, the City Manager or designee will prepare a letter outlining the city's position and share it with the lobbying team and/or local delegation. If it is not, the City Manager or designee will send out an email to Council to see if there are any concerns with the city sending such a letter. These are usually on a very quick turn-around schedule; if time allows, these requests will be discussed at a workshop, otherwise, by e-mail.

Staff is sometimes asked to testify on various matters at the legislature.

If the request is related to something already on the city's legislative priorities list, we will advise Council that the employee will be testifying via e-mail, Council Update, or at a workshop (depending on timing)

If regarding something that is NOT on our legislative priorities, we will provide Council with notice that the employee would like to testify the topic. Staff will ask if there are any concerns to let us know. If we do not hear back, we will proceed.

We may from to time ask for a city position on proposed legislation. Generally, we would like to follow this format:

Actively Opposed

Oppose (if asked)

Monitor

Support (If asked)

Actively Support

When we take this action, we will amend it to our legislative priorities document.



City of Blaine Staff Report

File Number: 2025-159

Agenda Date	Status
July 14, 2025	
In Control	File Type
City Council	Workshop Item

New Business - Sheila Sellman, Assistant Community Development Director

Agenda Item # 3.2

Concept Plan for 10601 Naples Street NE

Background

United Properties has submitted a concept plan for the potential development of the Metro Gun Club property located at 1601 Naples Street. Development of the property requires significant due diligence related to zoning, wetland impacts, property condition, environmental review, etc. Staff and the applicant are seeking feedback on the proposed concept plan.

Proposed Project

The proposed concept plan includes an 84,000-square-foot conceptual commercial anchor with two out parcels on the north side of the site for a total of 94,200 square feet of commercial space. The southern portion of the site shows four industrial buildings (speculative users at this point) totaling 871,500 square feet. A public road is shown that connects Pheasant Ridge Drive to Naples Street. This is a favorable connection as it allows traffic to disperse in multiple directions instead of just using Naples Street. The EDA sold land to the State of Minnesota for the State Emergency Operations Center, and a right-of-way easement was dedicated on the south portion of that site anticipating a future roadway connection. Access to 109th Avenue is shown. This connection will need to be reviewed and approved by Anoka County.

Existing Use/Property Information

The subject property has been used continuously as a gun club since 1967 with various ownership changes. The site is about 135 acres. The gun club is situated on the southern portion of the site. The site has existing wetlands that are taken into consideration with the proposed concept. However, further due diligence is required to determine what level of wetland fill can occur.

The concept plan also includes 4.9 acres of land owned by the EDA located along Naples Street. The EDA purchased this land in 2005 with the intent to sell for industrial development.

The property is zoned Planned Office District (POD) and guided as Planned Industrial (PI) in the 2040

Comprehensive Plan. The POD zoning district and future land use for this area was established in 2007 and is the only area in the city with this zoning designation. At that time, the City underwent a planning study for the area generally south of 109th Avenue and west of Pheasant Ridge Drive/Lexington Avenue. It identified the proposed development site as a business/office park along with property to the west of Naples Street. The land east of Naples Street has developed in a way very similar to the plan, with commercial at 109th Avenue/Lexington Avenue, and office/industrial within the Pheasant Ridge Business Park.

The purpose of the POD district is to allow office, manufacturing uses and support commercial uses in a corporate campus environment. This district may be located adjacent to residential, commercial, and industrial districts and shall be primarily located on collector or arterial roads. All uses in the POD district require a Conditional Use Permit (CUP). They are as follows:

- (a) Offices—Business and professional.
- (b) Research and development laboratories.
- (c) Financial institutions.
- (d) Medical office/clinic.
- (e) Trade and convention centers.
- (f) Zero lot line and multi-building developments.
- (g) Manufacturing.
- (h) Distribution and warehousing of products limited to not more than thirty-three percent (33%) of total floor area.
- (i) Coffee shops, restaurants, day cares, and other service/retail uses accessory to a principal use and located within an office building.
- (j) Athletic clubs.
- (k) Full service or Business class hotel consisting of a minimum of four (4) floors, multiple meeting rooms, business data center, in-room desks, indoor pool and fitness area.
- (l) Ground mounted solar as an accessory use.
- (m) Parking structures as an accessory use, as regulated in Section 33.13(k).

The proposed industrial uses are speculative, and the commercial uses identified are not allowed in the POD district. Therefore, to develop the proposed plan, a rezoning and a comprehensive land use change are necessary to allow commercial uses. If future industrial uses are listed above, the zoning could remain along with the land use for the industrial portion of the development. If warehousing is proposed for industrial uses, a rezoning is required. It's likely the developer would request warehousing given the current market and development trends of industrial spaces.

In 2022, the council reviewed a concept plan for six industrial buildings totaling 1,172,000 square feet. At that time, the applicant was interested in rezoning the property to Light Industrial (LI). The Council had a general conversation about rezoning to Light Industrial (I-1), but had a lot of questions and concerns about the appearance, traffic and impact on wetlands. The agenda item and minutes are attached for reference.

Staff Recommendation

Provide feedback on the concept plan.

Questions for Council

Does the Council support a rezoning and comprehensive plan amendment to allow commercial uses?

Does the Council support a rezoning for the industrial uses to include warehousing?

What are the Council's general comments on the site plan?

Attachment List

1. Attachments
2. Staff Report 020722



TO: Sheila Sellman, Assistant Community Development Director, City of Blaine
FROM: Connor McCarthy, Vice President, United Properties
DATE: June 11, 2025
RE: Concept Plan Application Narrative, Blaine Business Park

Ms. Sellman-

United Properties respectfully submits a Concept Plan Application for the development of a 135.24-acre site located on the site of the Blaine Gun Club. The development will consist of light industrial buildings totaling approximately 871,500 square feet, along with a proposed commercial development totaling approximately 94,200 square feet.

United Properties is proposing a modern business park which offers long-term functionality and flexibility – with operationally efficient ceiling heights, efficient space demising for multiple employers, and flexible site maneuverability and parking areas that allow for a range of businesses and employee profiles, etc.

In addition to the light industrial development, a portion of the site is designated to be developed with a retail anchor. Additional outparcel development such as a coffee shop and other service-oriented retailers would be anticipated as well.

The COVID-19 pandemic caused serious uncertainty regarding the future of office space demand, and “work from home” strategies continue to threaten the outlook for space occupiers and real estate owners. Conversely over the last several years the demand for production, lab/R&D, warehousing, and distribution of goods and services within the United States has grown exponentially to meet the demand of consumers. Shipping/transportation challenges and overseas manufacturing stoppages are leading companies to produce more product inside the United States to avoid future supply chain shocks and inefficiencies. These factors make the proposed business park a strong offering in the Twin Cities metro area.

In preliminary meetings with city staff, it was determined that the proposed development meets the intent of the City’s goals for the site. We look forward to receiving feedback from the Planning Commission and City Council. This Concept Plan review is an important first step in the development process, which includes an Environmental Assessment Worksheet (EAW), a Rezoning Application, Preliminary and Final Plat review, Site Plan review, and numerous City, County, and State permits which would allow development of the project. Once developed, the project would pave the way for the city to offer a mix of business and employment opportunities, with positive economic impacts—jobs, tax base, housing demand, and retail demand—that permeate beyond the borders of the site. United Properties envisions construction to be phased over multiple years.

This site is a difficult development challenge. The wetlands present on this site have been the subject of joint agreements for impacts with the Rice Creek Watershed District since the late 2000’s. The proposed commercial development ideally fronts the County Road for both access and visibility, however permitting a wetland fill in that portion of the site area may prove difficult, as the goals of the watershed differ from those of the City. We are committed to working with the City to find a development scenario which strikes a balance between the stakeholders.



**UNITED
PROPERTIES**

250 Nicollet Mall, Ste 500
Minneapolis, MN 55401
952-835-5300

1331 17th Street, Ste 604
Denver, Colorado 80202
720-898-8866

303 Colorado Street, Suite 1500
Austin, TX 78701
512-866-6500

United Properties believes that the Blaine Business Park will offer a high quality, Class-A offering to the northern Twin Cities market when developed. United Properties plans to design the new buildings to a high standard which meets both the demand of prospective users and the city's design aspirations – using concrete panels, enhanced with supplementary materials that offer an inspiring front door and ample natural light for the many new employees that will occupy this site in the future. Depending on the approval process and timeline, United Properties is considering the proposed project for construction commencement as soon as 2026.

Sincerely,

Connor McCarthy
Vice President, United Properties



SITE DATA

SITE ACRES : 135.24 AC
 COMMERCIAL ACREAGE : 61.10 AC
 INDUSTRIAL ACREAGE : 74.14 AC

 	COMMERCIAL - 94,200 SF
	ANCHOR: 84,000 SF
	PARKING: 420 STALLS
	OUTPARCELS: 10,200 SF
	PARKING: 50 STALLS
 	INDUSTRIAL - 871,500 SF
	PARKING: 882 STALLS

DRAWING KEY

- ① SIGNAGE
- ② EXISTING WETLAND BOUNDARY
PENDING CLASSIFICATION
- ③ STORMWATER BASIN



UNITED PROPERTIES

measure

**BLAINE
 BUSINESS PARK
 CONCEPT PLAN
 BLAINE, MINNESOTA
 JUNE 5, 2025**



CITY OF BLAINE
ANOKA COUNTY, MINNESOTA
CITY COUNCIL WORKSHOP
Monday, February 7, 2022

6:30PM
Cloverleaf Farm Room A
10801 Town Square Drive

CALL TO ORDER

The hybrid meeting was called to order by Mayor Sanders at 6:40PM.

ROLL CALL

PRESENT: Mayor Tim Sanders, Councilmembers Wes Hovland, Julie Jeppson, Chris Massoglia (participating remotely 2390 Surfside Boulevard, Cape Coral, FL), Richard Paul, (participating remotely), and Jason Smith.

ABSENT: Councilmember Jess Robertson.

Quorum Present.

ALSO PRESENT: City Manager Michelle Wolfe; Community Development Director Erik Thorvig; City Planner Sheila Sellman; Public Works Director Jon Haukaas; Police Chief/Safety Services Manager Brian Podany; Finance Director Joe Huss; City Engineer Dan Schluender; City Attorney Chris Nelson; Communications Manager Ben Hayle; Deputy HR Director Sheri Chesness; and City Clerk Catherine Sorensen.

3.1 Legislative Update.

Mayor Sanders reported representatives from Lockridge Grindal Nauen were attending virtually to provide the council with a legislative update.

Cullen Sheehan, Lockridge Grindal Nauen, thanked the council for their time. He reported the legislative session started last week and the state had an extremely large surplus of \$7.8 billion. He indicated the governor has a budget proposal that would utilize \$7.5 billion in spending with \$2.7 billion being used in a bonding bill. He stated committees were meeting and the first deadline was the last week of March. He expected there would be a focus on redistricting.

Ann Lenszewski, Lockridge Grindal Nauen, explained she and her team have been making headway on TH65. She stated there would be a virtual hearing in the House next Thursday on

this topic and she would continue to seek opportunities to get the council involved at the state level. She commented the Senate has also committed to a hearing which would occur during the second or third week of March. She noted the bonding committee has also been reviewing the TH65 project. She discussed how federal dollars would come into play at a later time.

Mayor Sanders thanked the representatives for their presentation and for their efforts on behalf of the city.

3.2 Industrial Development Proposal for 10601 Naples Street.

Community Development Director Thorvig stated staff has been approached by Capital Partners, a Twin Cities based real estate investment, development and management company, regarding potential redevelopment of the Metro Gun Club property located at 10601 Naples Street. The developer has a signed purchase agreement with the landowner. Development of the property requires significant due diligence related to zoning, wetland impacts, property conditions, Environmental Impact Statement (EIS), etc. The project is still in its very early stages, however staff felt it was appropriate to introduce the project to the city council to obtain feedback regarding the proposal and what regulatory issues exist at the city level.

Tim McShane, Capital Partners, thanked the council for their time. He introduced his team members to the council and discussed the business park he was proposing for Blaine. He indicated he was looking forward to hearing from the council and if they were interested in rezoning this property to light industrial. He commented further on how the office market was shifting and changing.

Jason Simek, Capital Partners, discussed the industrial real estate market in the metro area. He indicated there was an unprecedented demand for light industrial space at this time and noted there was only a 4% vacancy factor. He reported the metro area needs more buildings to support the growth that was occurring in this area, especially along the I-35W corridor. He commented on the amount of space his tenants require and noted the split between finished office/industrial space.

Peter Mork, Capital Partners, thanked the council for hearing from him and his partners regarding their office park project. He reported the demand for office users was non-existent post-COVID while there was a strong demand for light industrial. He explained his company specializes in industrial developments and knows this market. He indicated the proposed industrial development project would be constructed fast and would fill fast.

Mr. Thorvig stated this would be an early conversation between the council and the developer to gauge the city's level of interest.

Mayor Sanders indicated this part of the city (109th and Lexington Avenues) was the development corridor of Blaine. He reported there was a lot of development being planned and shared the council's concern with making this development look cohesive. He said he did not want future development to be patchwork or piecemealed together but rather wanted developments to work together with surrounding properties. He explained he appreciated the number of jobs that this development would bring to Blaine, but was concerned with how this development would look to the adjacent neighborhoods and those visiting the community. He stated he would like to see this development made more aesthetically pleasing to soften the view to those passing by the proposed development.

Rick Wilder, Metro Gun Club, reported this project came to him unexpectedly but he believed the developer had the means and ability to make changes. He discussed how this project would better the community and encouraged the council to move forward with the proposed development.

Mayor Sanders thanked Mr. Wilder for all he has done for the community. He stated he wanted Mr. Wilder to win with this development but also wanted the development to be a big win for the community.

Mr. Mork explained this development would have a nice wetland setback, which would create a natural buffer between the development and 109th Avenue.

Councilmember Hovland discussed the history of this property and its zoning. He reported one of the concerns from the previous council was that this site would generate too much truck traffic. He indicated he did not have a big issue with allowing trucks on the site now so long as they stayed away from the residential neighborhoods. He asked if this project would require the Army Corps of Engineers to be involved or could the project be managed by the watershed district. Mr. Mork indicated he was in discussions with all agencies at this time.

Councilmember Smith commented he liked the wetland maintenance buffer and questioned who would be owning and maintaining this wetland. He indicated having this large of a wetland along this corridor would be inconsistent with the property that was on the other side of the street.

Councilmember Jeppson stated she wanted the property owner to win on this project but explained that at this time, if these were the final plans, she would not be in support of the project. She had concerns with the look of the project from 109th Avenue and encouraged the developer to soften the projects appearance. She said she appreciated the buffer that was in place with the wetland but noted this entire area was flat and the buildings would be viewed from the adjacent neighborhood. She said she liked that the business park would not be accessed from 109th Avenue but questioned if Lexington Avenue could handle the semi-truck traffic that would be generated by the business park. Mr. Thorvig reported a traffic study

would have to be completed for this project which would investigate traffic impacts for Lexington Avenue.

Councilmember Paul thanked the property owner for attending this meeting as well as the developers. He said he hoped this development would be a positive for all parties involved then commented he did not have any objection to the project at this time.

Councilmember Massoglia stated while he would miss the gun club he respected Mr. Wilder's decision to sell. He thanked Mr. Wilder for being a part of the community. He indicated he has a lot of questions about the wetland and how it would be tied into the neighborhood. He explained he would not support any type of financial request either through wetland credits or a TIF district. He reported this was prime real estate and did not believe financial incentives were necessary in order to develop this property. He indicated he would like to know more about the plans for the wetland area and if it could be restored at some point in the future.

Mayor Sanders indicated he was not opposed to rezoning the property and believed the proposed project would be an asset to the community. However, he stated the council would need to know more about the wetlands, how the wetlands would be maintained and if the building facades could be softened.

Mr. McShane thanked the council for their feedback. He stated he would like to bring a fantastic industrial park to Blaine. He understood the comments from the council and noted these plans were not the final product. He said they intended to work together with the city on this project. He was of the opinion this site would lean towards industrial and not office or retail. He stated he was not proposing a major distribution center but rather the site would be broken down to smaller buildings in order to address trucking concerns.

Councilmember Hovland explained he was not opposed to the zoning change. He reported the gun club had to be one of the first businesses in Blaine and discussed how the area around it has changed over the years. He said he was pleased with how the proposed development would bring new jobs to the community.

Councilmember Jeppson asked what the restrictions or limitations were for light industrial. Mr. Thorvig explained light industrial zoning did not allow outdoor storage. He noted light industrial functions are very similar to a planned office district, but allows for more flexibility between the office/warehouse space.

Councilmember Smith stated he supported rezoning and indicated he would like the developer to work more on the proposed finishes.

Councilmember Jeppson indicated she supported the rezoning with the understanding more conversations would have to be had regarding the building aesthetics and wetlands.

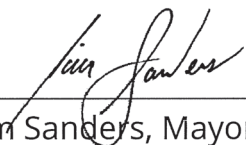
Councilmember Paul stated he supported the rezoning.

Councilmember Massoglia commented he would like to see more detail on the plan. He explained in order for him to support the rezoning he would need to understand if there was going to be a financial ask.

Mayor Sanders noted Councilmember Robertson was not available at this time to comment and noted while he supported the rezoning he wanted to understand better how the development would look and feel from 109th Avenue.

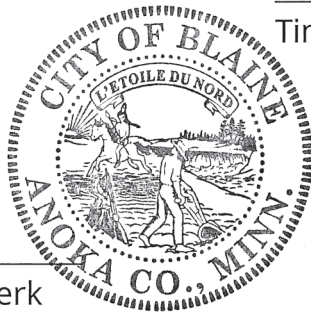
Council consensus was to support the rezoning but requested more information surrounding project finishes, the exterior elevations, wetlands/wetland maintenance.

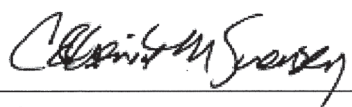
The Workshop was adjourned at 7:45PM.



Tim Sanders, Mayor

ATTEST:





Catherine Sorensen, CMC, City Clerk
Submitted by Minute Maker Secretarial



Pheasant Ridge Land Use Concept Blaine, MN

May 1, 2007 Scale: 1"=1,200'

O:/4523/BlaineLandUse.psd





City of Blaine Anoka County, Minnesota Text File

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

File Number: WS 22-015

Agenda Date: 2/7/2022

Version: 1

Status: Agenda Ready

In Control: City Council Workshop

File Type: Workshop Item

Agenda Number: 3-2

Workshop Item - Erik Thorvig, Community Development Director

Title

Industrial Development Proposal for 10601 Naples Street

Background

Staff has been approached Capital Partners, a Twin Cities based real estate investment, development and management company, regarding potential redevelopment of the Metro Gun Club property located at 10601 Naples Street.

The developer has a signed purchase agreement with the landowner. Development of the property requires significant due diligence related to zoning, wetland impacts, property conditions, Environmental Impact Statement (EIS), etc. The project is still in its very early stages, however staff felt it was appropriate to introduce the project to the City Council to obtain feedback regarding the proposal and what regulatory issues exist at the City level.

Proposed Project

The proposed Naples Business Park includes six industrial buildings totaling 1,172,000 gross square feet of rentable space. As a comparison, this is almost four times the square footage of the Blaine 35 project recently started by Artis. The buildings range in clear interior height from 28' to 32', and in depth from 210' to 260'. Typical structural bays are 50' X 50', facilitating efficient layout of numerous business uses. The buildings will be constructed of architectural insulated precast concrete wall panels, along with a steel-framed roof structure. Exterior materials will include glass storefront window systems, stained concrete, and metal panel accents.

Parking is provided at a rate sufficient to support a variety of office, assembly, manufacturing, and warehouse uses. Truck docks are configured to support multiple building tenants and can be configured for a mix of car parking and truck access if more parking is required for an individual user. Landscaping will include overstory trees lining the shared access roadway, and the use of coniferous trees to shield truck docks from view. Foundation plantings will include shrubs and flowers, and a series of surface stormwater ponds will further enhance the overall appearance of the development.

Industrial buildings of this sort are in high demand as they provide an attractive, efficient, sustainable, and highly flexible setting for a broad range of business tenants ranging from office/manufacturing, assembly, and fulfillment to sophisticated medical device or

electronics product development operations. The buildings are purposefully flexible enough to house many users, and to provide companies with the opportunity to configure, reconfigure, and expand or contract their real estate footprint as market and business conditions change over time. The economies inherent in constructing the buildings from durable, sustainable and economical materials is reflected in rental rates, making Naples Business Park an attractive option for growing businesses hoping to make Blaine their home.

A public road is proposed that would connect Naples Street to Pheasant Ridge Drive. This is a favorable connection as it allows traffic to disperse in multiple directions instead of using just Naples Street. No connection is shown to 109th Avenue, however the City's engineering department has not reviewed whether this connection is necessary to handle traffic generated from the proposed project.

Existing Use/Property Information

The property has been used continuously as a gun club since 1967 with various ownership changes. The overall property consists of 135 acres. The gun club is situated on the southern portion of the site. The site has existing wetlands that are taken into consideration with the development proposal, however further due diligence is required to determine where wetlands are located what level of wetland fill can occur. To complicate matters, a settlement agreement from 2005 exists which was the outcome of litigation related to County Ditch 53-62. The lawsuit involved the Metro Shooting Center vs. the City of Blaine, Rice Creek Watershed, Anoka County and MNDOT. The settlement agreement guaranteed 100 consolidated, contiguous, non-wetland acres suitable for development purposes, subject to permit and approval process. Preliminary meetings have occurred with the City of Blaine, Rice Creek Watershed District and Army Corps of Engineers to determine how this settlement impacts future development of the site.

The proposal also includes 4.95 acres of land owned by the Blaine Economic Development Authority (EDA) located along Naples Street. The EDA purchased this land in 2005 with the intent to sell for industrial development.

The property is zoned Planned Office District (POD) and guided as Planned Industrial in the 2040 Comprehensive Plan (see attached zoning and land use maps). The POD zoning district and future land use for this area was established in 2007 and is the only area in the city with this zoning designation. At that time, the City underwent a planning study for the area generally south of 109th Avenue and west of Pheasant Ridge Drive/Lexington Avenue (see attachments). It identified the proposed development site as a business/office park along with property to the west of Naples Street. The land west of Naples Street is extremely challenging to develop due to wetlands and soil conditions, however the land east of Naples Street has developed in a way very similar to the plan with commercial at the 109th Avenue/Lexington Avenue corner and office/industrial within the Pheasant Ridge Business Park. The subject development proposal is generally consistent in scale with what was shown for the subject land in 2007.

Permitted uses within the POD district include:

- Offices - Business and professional
- Research and development laboratories
- Financial institutions
- Medical office/clinic
- Trade and convention centers
- Manufacturing
- Athletic clubs
- Full service or business class hotel
- Coffee shops, restaurants, day cares, and other service/retail uses accessory to a principal use.
- Distribution and warehousing of products limited to not more than 33% of the total floor area.

The development proposal meets a majority of the requirements of the POD zoning district, however the developer has indicated a major concern with the distribution and warehousing space maximum of 33% identified in the last bullet. This requires buildings to have at least 77% of the square footage be dedicated to manufacturing/office space. This standard is unique to the POD district. The PBD requirements are essentially the adverse, requiring only 25% of the square footage to be dedicated to manufacturing/office space. Blaine's three highest finish business parks, Blaine 35 (Artis), Pheasant Ridge (Pheasant Ridge Drive) and Blaine Preserve (95th Avenue and 35W) were all developed under the PBD requirements. The I-1 Light Industrial zoning district has no square footage requirements.

The developer is requesting feedback from the City Council whether there would be support to rezone the property to either PBD or I-1 Light Industrial, therefore either reducing or eliminating the office/manufacturing square footage requirement. Staff understands the original intent of the POD district; however, the office/industrial market has changed in the last 15 years with a focus now less on office space and more on manufacturing/warehousing space. Staff is not aware of any other cities in the Twin Cities metro area that have such a strict office/manufacturing square footage requirement.

Overall staff believes that a project of this scale will have a very positive impact on Blaine as a result of tax generation, jobs and benefit to area businesses from the jobs and activity created. Potential overall annual tax generation could exceed \$1,000,000. Conservative job estimates could exceed 700.

Timing of the project is unknown. As indicated, significant due diligence involving other agencies is required. If there is not a favorable response by the City Council to consider rezoning the property, it likely would result in the developer not moving forward with additional due diligence and the project not occurring.

Staff Recommendation

Receive the report and provide necessary direction regarding rezoning of the area to either Planned Business District or I-1, Light Industrial.

Attachment List

Developer Narrative

Concept Site Plan

Building Elevation

Existing Zoning Map

Existing Land Use Map

2007 Concept Development Plan



Capital Partners

Capital Partners is a Twin Cities based real estate investment, development, and management company with over \$1 billion in value of industrial real estate under ownership and management in the Twin Cities and Milwaukee. The firm is built on the strength of our partnerships and unique position within the market. With our equity partners, local industry relationships, and ability to attract and retain great tenants, with our hands on approach we are one of the fastest growing industrial real estate companies in Minnesota. We actively and aggressively seek out investments and development opportunities in the Twin Cities and Milwaukee with the best potential and use our integrated platform to operate at maximum efficiency.

In addition to our portfolio of ten million square feet of industrial assets, we are currently under contract on land positions to develop approximately two million square feet of state-of-the-art industrial buildings throughout the Twin Cities, including Naples Business Park. The Naples Business Park will be a major investment to bring jobs and a modern facilities to better serve our valued tenants and area business's.

Naples Business Park

The proposed Naples Business Park developed by Capital Partners includes six industrial buildings totaling 1,172,000 gross square feet of rentable space. The buildings range in clear interior height from 28' to 32', and in depth from 210' to 260'. Typical structural bays are 50' X 50', facilitating efficient layout of numerous business uses. The buildings will be constructed of architectural insulated precast concrete wall panels, along with a steel-framed roof structure. Exterior materials will include glass storefront window systems, stained concrete, and metal panel accents.

Parking is provided at a rate sufficient to support a variety of office, assembly, manufacturing, and warehouse uses. Truck docks are configured to support multiple building tenants and can be configured for a mix of car parking and truck access if more parking is required for an individual user. Landscaping will include overstory trees lining the shared access roadway, and the use of coniferous trees to shield truck docks from view. Foundation plantings will include shrubs and flowers, and a series of surface stormwater ponds will further enhance the overall appearance of the development.

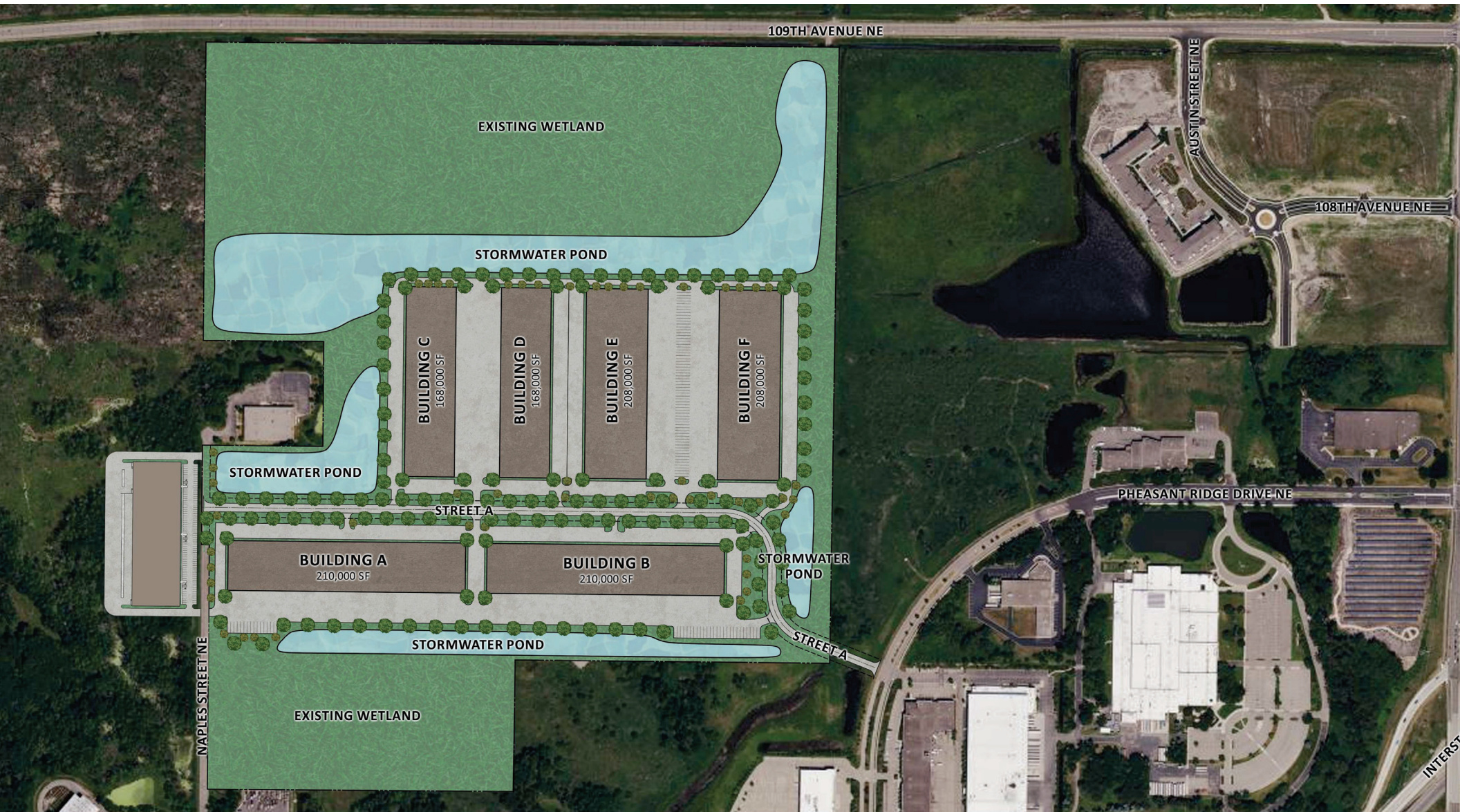
Industrial buildings of this sort are in high demand as they provide an attractive, efficient, sustainable, and highly flexible setting for a broad range of business tenants ranging from office/manufacturing, assembly, and fulfillment to sophisticated medical device or electronics product development operations. The buildings are purposefully flexible enough to house many users, and to provide companies with the opportunity to configure, reconfigure, and expand or contract their real estate footprint as market and business conditions change over time. The economies inherent in constructing the buildings from durable, sustainable and economical materials is reflected in rental rates, making Naples Business Park an attractive option for growing businesses hoping to make Blaine their home.

Capital Partners Management

5201 Eden Avenue S, Suite 50

Edina, MN 55436

www.CapitalPartnersMN.com



NAPLES BUSINESS PARK BLAINE, MINNESOTA

01/26/2022

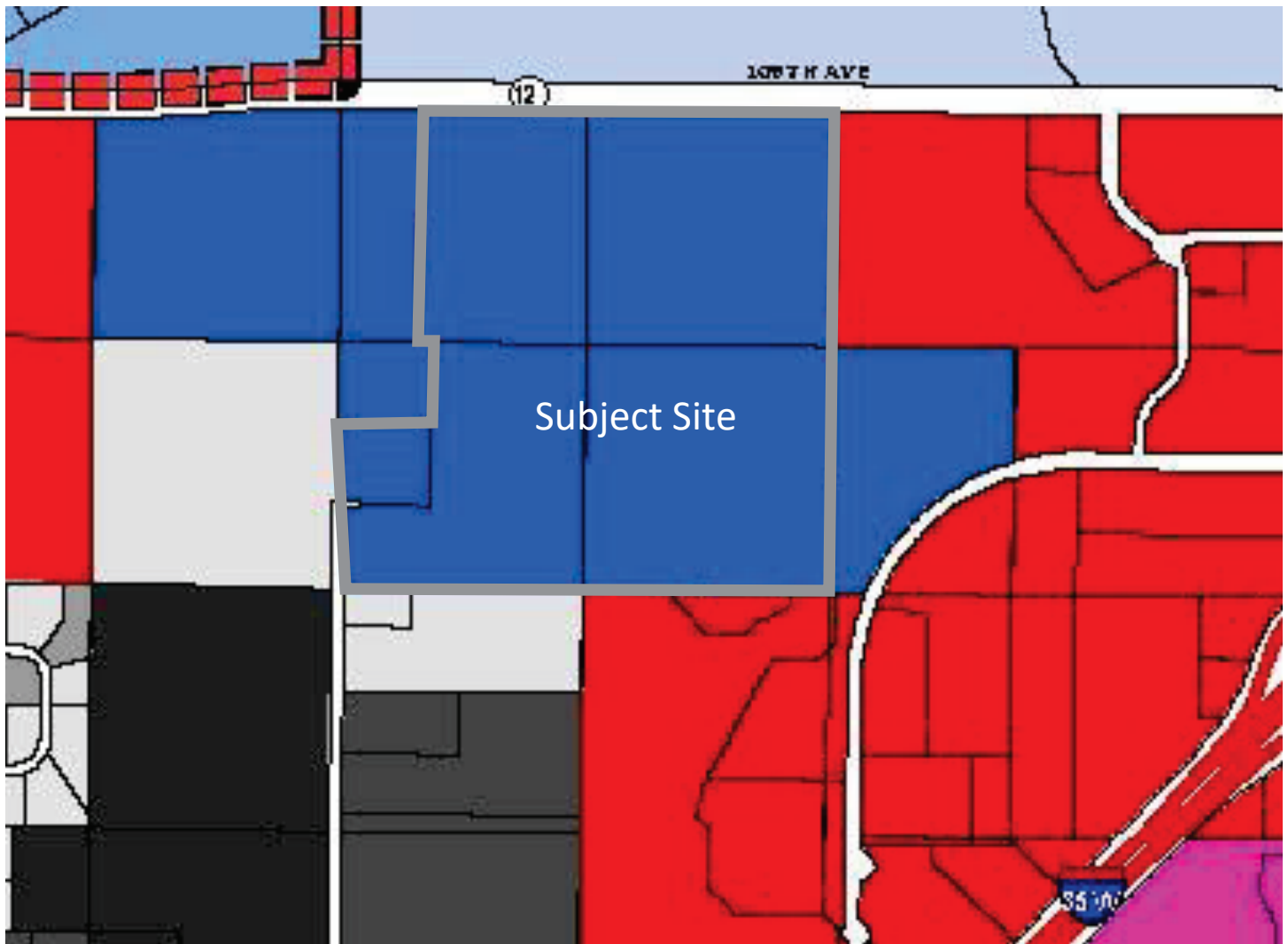
POPE
ARCHITECTS





Capital Partners
NAPLES BUSINESS PARK, BLAINE, MN
1/26/2022 | 11639 - 21205
CONCEPT RENDERING



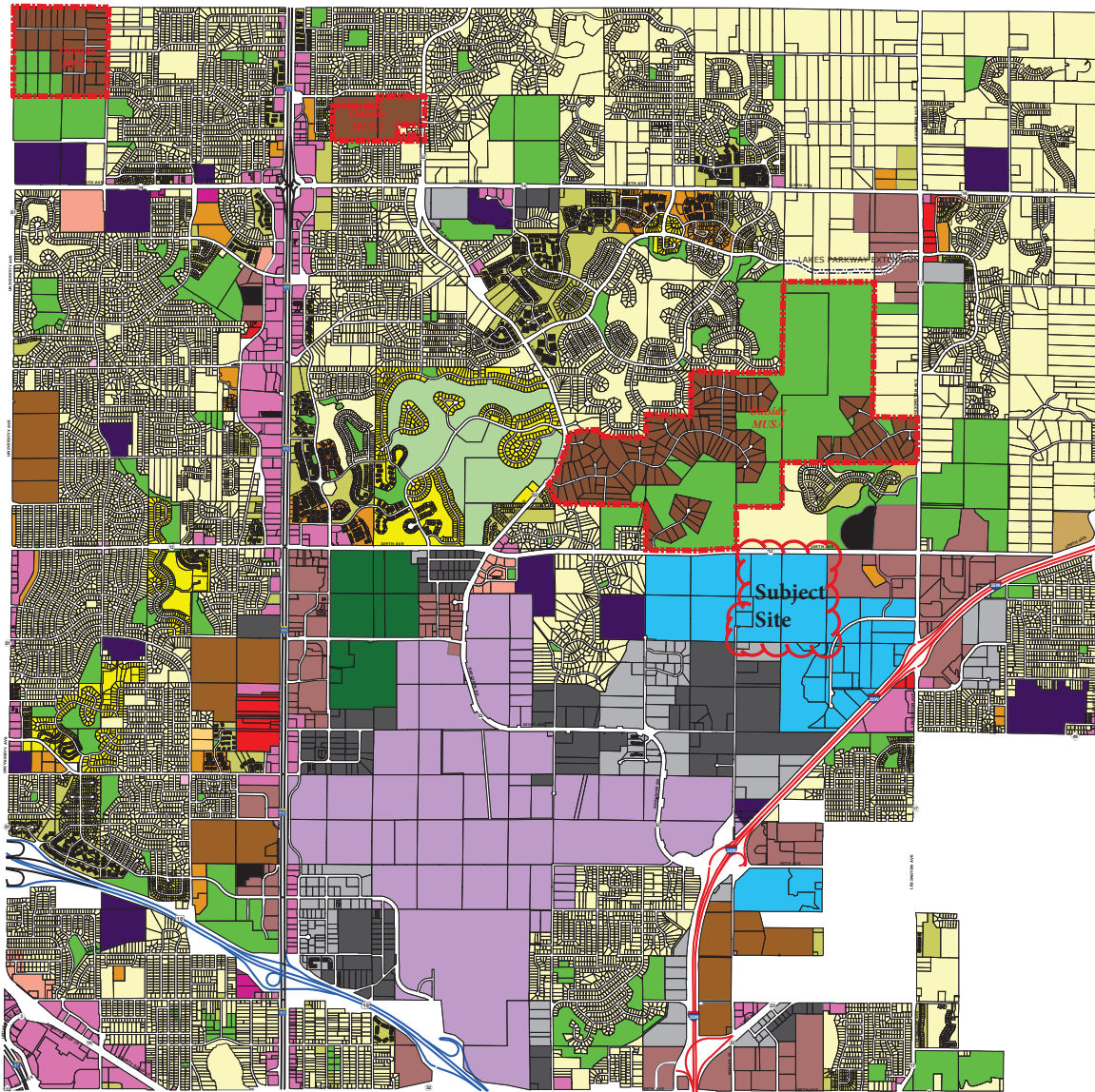


Legend

	Interstate Highway		Airport		R-1 - Single Family		R-4 - Mobile Homes
	US Highway		PBD-A - Planned Business District - Airport		R-1A - Single Family		RE - Residential Estate
	State Highway		I-1 - Light Industrial		R-1AA - Single Family		RF - Residential Flex
	B-1 - Neighborhood Business		I-1A - Light Industrial		R-1B - Single Family		RR - Regional Recreation
	B-2 - Community Commercial		I-2 - Heavy Industrial		R-2 - Two Family		AG - Agriculture
	B-3 - Regional Commercial		I-2A - Heavy Industrial		R-3A - Low Density Multi-Family		FR - Farm Residence
	B-4 - Office Research Park		PBD - Planned Business District		R-3B - Medium Density Multi-Family		
	DF - Development Flex		POD - Planned Office District		R-3C - High Density Multi-Family		

Planning/Projects/Zoning Map Small.r

2040 Land Use Plan



0 1/4 1/2 3/4 1 Miles

Disclaimer: This document has been compiled using information gathered from various governmental offices and other sources and is to be used for reference purposes only. Every effort has been made to make sure the completeness and accuracy on this document. The City of Blaine does not represent that the data can be used for exact measurement of distance or direction or precision in the depiction of geographic features. If errors or discrepancies are found, please contact (763) 717-2409.

This map is in draft form and should not be looked upon as a legal document.
Map Created By City of Blaine Planning Department
Data provided by City of Blaine Planning Department
Map Date: December 2020



Legend



Outside MUSA



Interstate Highway



US Highway



State Highway



R - Rural Residential



LDR - Low Density Residential



L-MDR - Low-Medium Density Residential



MDR - Medium Density Residential



MDR/HDR - Medium-High Density Residential



HDR - High Density Residential



HDR/PC - High Density Residential/Planned Commercial



HDR/PI - High Density Residential/Planned Industrial



HDR/PI/PC - High Density Residential/Planned Industrial/Planned Commercial



MHR - Manufactured Home Residential



LI - Light Industrial



HI - Heavy Industrial



PI - Planned Industrial



NC - Neighborhood Commercial



CC - Community Commercial



PC - Planned Commercial



O - Office



ABD - Airport Business



PI/PC - Planned Industrial/Planned Commercial



RR - Regional Recreation



GC - Golf Course



P/OS - Park/Open Space



PUB/S-PUB - Public/Semi-Public



AP - Airport



Pheasant Ridge Land Use Concept Blaine, MN

May 1, 2007 Scale: 1" = 1,200'

O:/4523/BlaineLandUse.psd





City of Blaine

Staff Report

File Number: 2025-160

Agenda Date	Status
July 14, 2025	
In Control	File Type
City Council	Workshop Item

New Business - Erik Thorvig, Interim City Manager/Community Development Director

Agenda Item # 3.3

Federal Lobbying Update

Background

Staff will provide a brief update regarding federal lobbying activities. As a reminder, the city issued an RFP for federal lobbying services in 2022. After reviewing proposals and conducting interviews with finalist firms, The Ferguson Group was selected as the city's federal lobbying team.

At the federal level, staff continue to work closely with The Ferguson Group (TFG) on the city's FY26 earmark requests. This year, TFG staff once again assisted with the writing and preparation of the city's federal earmark requests. Senator Smith and Senator Klobuchar forwarded the city's request for a mobile command vehicle. Staff also submitted a request to Congressman Emmer's office for some trail projects. That request was not forwarded for consideration.

TFG lobbyists are regularly in contact with our Congressional and Senate offices. The Ferguson Group contract is current and runs through the end of the calendar year. The current contract amount is \$53,550. TFG meets with city staff every two weeks for a federal briefing, updates on our earmark requests, and information on federal grant programs. They also send out regular e-mail updates regarding federal activity, as well as special alerts and special reports. They send a weekly grants update, and grant alerts when new grants are announced. TFG staff meet with individual departments at least once annually, to review grant and earmark opportunities, and identify legislation to monitor.

The City retained the services of a second federal lobbying firm in April 2022. The original goal for hiring this firm was to take advantage of the access they had to congressional offices through former Congressman Rick Nolan, and the benefits that could provide while we were seeking funding for TH65 improvements. The original contract was with Jacobson, Magnuson, Anderson & Halloran, P.C. for \$4,100 per month; in 2023 they requested an increase to \$5,000/month. Given that the scope of services provided is not as broad as TFG, we agreed to \$4,500, which is the current amount. In 2024, our main lobbyist, Reid LeBeau, notified the city that the Jacobson Law Group's Government Relations Division had separated from the firm, and they now operate as Capitol Hill Associates. The city's

agreement with Capitol Hill Associates expired March 30. I requested a report of activities and a proposed scope of work, which are attached. The proposed annual contract is \$54,000.

The overall lobbying contracts are as follows:

Lockridge (state lobbyist) - \$38,000 through end of year 2026.

The Ferguson Group (federal lobbyist) - \$53,550 through 12/31/25.

Capitol Hill Associates (federal lobbyist) - Proposed \$54,000 from 6/1/25-5/31/25.

Total: \$145,550

During this workshop discussion, staff will provide any additional updates regarding federal activity, and discuss the future of the contract with Capitol Hill Associates. If Council wishes to continue maintaining a second federal lobbying contract, staff will place the item on the agenda for the July 21 Council meeting.

Staff Recommendation

Discussion and feedback.

Questions for Council

Attachment List

1. Legislative Update
2. Proposal
3. Ferguson Group Contract



Minnesota Legislative Update for the City of Blaine From the Office of R. Reid LeBeau II

612-483-1507 | reid@capitolhillassoc.com

2025 City of Blaine Mid-year Report

Our legislative efforts in 2025 centered on securing funding for mobile public safety assets. We held multiple in-person meetings with members and staff of the Minnesota Congressional Delegation, including House Majority Whip Representative Tom Emmer. We have maintained near-constant communication with his office. Additionally, we have worked very closely with Senator Smith and her office. In support of our efforts, we researched and analyzed legislative and regulatory activity. We conferred with and met legislative committee leadership regarding scheduling and proposed legislative packages. We also met with leadership regarding annual 302B allocations and their impact on the regular Appropriations Committee process.

Our goal was to have Blaine's project ranked highly on the list of Congressionally directed spending initiatives. We successfully made the case that the City needs these additional public safety assets due to the high-profile nature of many events hosted in Blaine. This message resonated with both members and staff.

As we noted previously, Senator Smith's office actively advanced our proposal for a mobile command unit for the Blaine Police Department. We continue to work closely with her office to move the measure forward.

Although Congressman Emmer's office has chosen to focus more on "brick and mortar" proposals, the Congressman and his staff have been helpful by not opposing our request and by speaking favorably about it off the record.



Minnesota Legislative Update for the City of Blaine From the Office of R. Reid LeBeau II

612-483-1507 | reid@capitolhillassoc.com

continued from page 1...

Since the re-election of President Trump, Congressional activity has primarily centered on passing the budget, titled the “One Big Beautiful Bill” (BBB). As a result, Congressionally directed spending has taken a secondary position relative to our specific requests. We anticipate that greater focus on these initiatives will resume once the BBB is passed.

Congress has already begun work on the 2026 budget, and we remain in contact with the Chair and members of the House Appropriations Committee.

We strongly recommend a summer/fall push in Washington, D.C., by Blaine’s elected officials and appropriate staff to help secure priority status for our project. We stand ready to assist in organizing these efforts at your earliest convenience.

As always, please let me know if you have any questions, comments, or concerns.

Advocating for you,



R. Reid LeBeau II



CAPITOL HILL
ASSOCIATES

PROPOSAL FOR FEDERAL LOBBYING FOR THE CITY OF BLAINE



PREPARED BY

Capitol Hill Associates
525 Park St # 255 St Paul, MN 55103
(612) 483-1507

PREPARED FOR



City of Blaine



ABOUT CAPITOL HILL ASSOCIATES

Rooted in tradition and fueled by relationship, Capitol Hill Associates has been getting it done for clients at the state capitol for over 40 years., and our work does not stop at advocacy. extensive experience lobbying across local, state, and federal levels. With a deep understanding of legislative and regulatory processes, we are committed to transparency, compliance, and delivering strategic value in every phase of our federal lobbying.

Respected and known within the walls of the Capitol and beyond, the Capitol Hill Associates team is compact and focused on your goals. Working with us means you get access to the breadth and depth of our whole team. We work together, leaning in on each other's unique strengths and expertise.



CAPITOL HILL ASSOCIATES

Organizational Form // Partnership

Date of Formation // 1982

Contact Information //

R. Reid LeBeau II

525 Park St # 255, St Paul, MN 55103

reid@capitolhillassoc.com

(612) 483-1507

MEET YOUR LOBBYIST



R. REID LEBEAU II | PARTNER

With over 20 years of experience, LeBeau is a trusted advocate who represents client interests at the legislature with dedication and integrity. He values strong relationships and understands the personal impact of the issues clients face. What drives him is the strategic challenge of lobbying - navigating the legislative process, mastering the dynamics of each chamber, and guiding clients through the complexities of policymaking.

OUR VALUES



Passion

You won't find a group that works harder for you, we're sure of it. We're addicted to the pace and the process, and we thrive on advancing your mission.



Integrity

Our clients trust us with their most important work. We take that very seriously. We'll do our absolute best for you.



Alignment

We're selective about who we work with. We believe that alignment in goals and values will help us be successful together.



Relationship

Relationship with our clients and with each other. We work with organizations we believe in and people we enjoy.





TRUSTED ADVISOR

HISTORIC KNOWLEDGE OF ADVOCACY
WORK

EXCEPTIONAL COMMUNICATION AND
SUPPORT

CAPACITY AND EXPERTISE TO HELP YOU
SUCCEED



**WHY CAPITOL HILL
ASSOCIATES?**

Capitol Hill Associates Will Provide the Following Services:

Advocate for Congressionally Directed Spending

- Represent the Council's priorities in seeking federal funding through CDS initiatives.

Targeted Congressional Engagement

- Identify and engage key Members of Congress and relevant committees to support the Council's designated projects.

Project Promotion

- Develop and communicate compelling justifications and materials to promote the Council's selected CDS projects.

Strategic Guidance

- Provide recommendations on timing, process, and political strategy to enhance the likelihood of funding success.

Communication & Updates

- Consistent, continuous communication is key. As we work on your behalf, we'll keep you informed of updates and progress regularly. Whether it's weekly updates for your members, regular update calls, or written updates, we will keep the communication line open. Reviewing progress, we'll determine successes, identify opportunities, and make a plan for how to move forward.

SCOPE OF WORK



INVESTMENT



SERVICE FEES

	Annual Fee
Federal Lobbying Services	\$54,000



CONTRACT TIMELINE

This work shall be for a **12 month** period, beginning **June 1, 2025**, ending **May 31, 2026**.



TERMINATION

The City of Blaine may terminate contract for services with 90 days notice for no cause.



CAPITOL HILL
ASSOCIATES

THANK YOU

FOR THIS OPPORTUNITY



PLEASE REACH OUT WITH QUESTIONS:

Capitol Hill Associates
R. Reid LeBeau II
525 Park St # 255 St Paul, MN 55103
(612) 483-1507



November 25, 2024

Ms. Michelle Wolfe
City Manager
City of Blaine
10801 Town Square Drive, NE
Blaine, MN 55449

Dear Ms. Wolfe:

The Ferguson Group, LLC (TFG) is pleased to provide this letter of agreement for federal advocacy services to the City of Blaine ("City") and we look forward to continuing our work together to promote your priorities at the federal level. TFG will provide the full range of advocacy and grants consulting services as outlined in this Letter of Agreement and the City's Federal Agenda.

Scope of Work:

- **Strategic Advice** – TFG will provide strategic advice to the City in all matters concerning applicable congressional action, federal agency policy and regulation, and the federal activities of other stakeholders having an impact on the City and its citizens.
- **Federal Agenda** – TFG will work with the City to review its legislative, regulatory, and grant funding priorities for the purpose of updating the City's Federal Agenda. Once approved by the City, the Federal Agenda will serve as TFG's work plan for the 2025 calendar year. In addition, TFG will develop briefing materials to communicate your federal priorities to policymakers and community partners.
- **Assistance in Communicating and Working with Federal Officials** – TFG will assist the City in working with Members of Congress and staff, congressional committees, and federal agency officials and staff at all levels of the Federal government on these matters.
- **Advocacy on Budget, Appropriations and Authorizations, and High-Priority Legislation** – TFG will assist the City in ensuring that federal funding for high-priority programs, both in the appropriations and authorization processes, reflect the City's needs. This task will involve working with the City to seek Congressionally Directed Spending/Community Project Funding (earmark) requests that match up with the City's federal priorities. It also includes seeking support for accounts on a programmatic level that would support the City's priority initiatives. This task will also include working with the City to support high-priority issues such as tax-exempt municipal and private activity bonds, advance refunding, and other tax-related matters, that could benefit the City and its residents.

- **Build Stakeholder Support** – TFG will advise the City on obtaining and coordinating stakeholder support from key organizations or individuals (such as environmental groups or business interests) that may be necessary to implement the City's federal priorities.
- **Grant Services** – As a TFG retainer client, TFG will provide the City with a wide range of TFG project and grant readiness services as listed in the [Overview of TFG Grant Services and Pricing](#), except for grant writing and post-award grant management services. If requested by the City, such services will be outlined and mutually agreed to by TFG and the City in a separate agreement.

Terms of Agreement:

This letter of agreement proposes a \$5,250 monthly retainer that covers all federal advocacy work and grant services, except for grant writing and post-award grant management. However, as a monthly retainer client, the City will receive a 15 percent discount on these services.

This agreement between TFG and the City of Blaine will commence on January 1, 2025, and continue through December 31, 2025. At the conclusion of the period covered by this agreement, the City may elect to extend this agreement for an additional period and at terms acceptable to the City and TFG. Either party may terminate this agreement at any time by giving the other at least thirty (30) days prior written notice. If there is a balance due at the time of termination of this agreement, the City agrees to pay said balance in full within thirty (30) days of the effective date of the termination.

Approved expenses will be billed separately and shall include long distance telephone calls, faxes, document production, overnight delivery, in-town courier services, business meals (pre-approved by the City), out-of-town travel (pre-approved by the City), and in-town travel (taxis). Such charges shall not exceed \$2,500 over the twelve- month contract period. The City will be invoiced monthly to include the monthly retainer and any expenses incurred. Upon request, TFG will provide hourly breakdowns and descriptions of work performed.

TFG will provide periodic reports to the City that detail the work we have performed on the City's behalf. We will provide real-time updates on new funding opportunities to support City priorities; any opportunities to advance the City's federal policy objectives; and the status of relevant legislation and regulations. In addition, TFG agrees to file all documentation required by the Lobbying Disclosure Act to represent the City before Congress and federal agencies.

Again, we appreciate the opportunity to continue our work with you and look forward to continuing to represent the City of Blaine in Washington, D.C. If you have any questions, please do not hesitate to contact me at 202-255-5759. If the terms of this letter of engagement are acceptable, please sign below and return a copy to us at your earliest convenience.

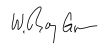
Sincerely,



W. Roger Gwinn
CEO

ACKNOWLEDGED AND AGREED TO BY:

The Ferguson Group

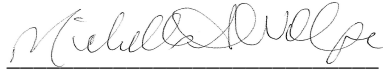


W. Roger Gwinn
CEO

12/03/24

Date

The City of Blaine, Minnesota



Michelle Wolfe
City Manager

12/2/2024

Date



Tim Sanders
Mayor

12/2/2024

Date

2025 Agreement

Final Audit Report

2024-12-03

Created:	2024-12-03
By:	Laura Cosenzo (lcosenzo@tfgnet.com)
Status:	Signed
Transaction ID:	CBJCHBCAABAA41J_FvYLyHVEDrC3MaFZBpxMUND9Bm2L

"2025 Agreement" History

-  Document created by Laura Cosenzo (lcosenzo@tfgnet.com)
2024-12-03 - 9:41:16 PM GMT
-  Document emailed to W. Roger Gwinn (rgwinn@tfgnet.com) for signature
2024-12-03 - 9:41:23 PM GMT
-  Email viewed by W. Roger Gwinn (rgwinn@tfgnet.com)
2024-12-03 - 9:41:38 PM GMT
-  Document e-signed by W. Roger Gwinn (rgwinn@tfgnet.com)
Signature Date: 2024-12-03 - 9:51:29 PM GMT - Time Source: server
-  Agreement completed.
2024-12-03 - 9:51:29 PM GMT



City of Blaine

Staff Report

File Number: 2025-161

Agenda Date	Status
July 14, 2025	
In Control	File Type
City Council	Workshop Item

New Business - Jason Zimmerman, Finance Director

Agenda Item # 3.4

2026-2030 Capital Equipment Plan

Background

Capital Equipment and Projects Fund

The Capital Equipment and Projects Fund is used to account for the City's general capital equipment and projects. Capitalized equipment and projects are defined as items over \$15,000 and with a useful life of more than one year. This includes most of the functions of the City, excluding facilities, utilities, and SBM Fire.

On May 6, departments were provided instructions for submitting capital requests which were to be completed by June 6. Finance subsequently worked with departments to discuss submissions and prioritize requests. Staff utilize the processes outlined below to guide request timing:

- Computers - replaced on a 4 to 5-year schedule, which is 1 to 2 years later than industry standards. As of 2023, computer replacement dollars were centralized within the information technology (IT) capital equipment budget to better track expenses.
- Software - as of 2023 first-year software implementation and annual fees were centralized within the IT capital equipment budget to better track expenses.
- Vehicles and Equipment - replaced on a varying schedule depending on the class and/or type of the vehicle or equipment. Vehicles and equipment are evaluated by staff annually. Factors taken into consideration are mileage, usage hours, idle hours, frequency of use, age, condition, reliability, and maintenance/repair costs.

The City employs a vehicle and equipment department that is charged with the maintenance, service, and recommending the replacement of existing assets, including over 600 units of rolling stock. This team is physically housed at Public Works and includes:

- 1 Fleet Manager

- 1 Lead Mechanic
- 4 Mechanics
- 1 Asset Management Coordinator

Revenues

Until 2023, capital equipment was predominantly funded using transfers of unrestricted General Fund reserves and the issuance of debt. With aging equipment, the growth of the city, and changing community priorities, Council provided direction to staff to develop a dedicated funding strategy to ensure timely replacement of these essential assets while phasing out the need for debt or reliance on General Fund reserves. Pre-funding capital equipment provides a greater benefit to taxpayers, as this removes interest and issuance costs associated with bonding while also insulating the city from unfavorable economic conditions in the municipal bond market.

Within the proposed 2026 property tax levy is an appropriation of \$1,000,000 for capital equipment, which represents a \$500,000 increase over the 2025 levy. The approved 2025-2029 CIP indicates an ability for the City to pre-fund its capital equipment by 2030, assuming an increasing dedicated tax levy combined with an annual three percent rate of increase for expenditures. This incremental increase in funding will also assist in offsetting the anticipated annual issuance of capital equipment notes/certificate debt until the ability to fully pre-fund is realized. Capital equipment notes are typically issued with a five-year amortization (pay back) schedule. The ability to demonstrate a financial management plan around the replacement of capital has been scrutinized by the city's credit rating agent, thus magnifying the need to commit to and execute a sustainable funding strategy.

Historical Funding Sources of Capital Equipment:

- 2005-2009: Unrestricted GF Reserves
- 2010: Equipment Certificate
- 2011-2013: Unrestricted GF Reserves
- 2014: Equipment Certificate
- 2015: Unrestricted GF Reserves
- 2016: Reserves & Equipment Certificate
- 2017-2022: Unrestricted GF Reserves
- 2023-2024: Equipment Certificates
- 2025: Combination of Equipment Certificates and Property Tax Levy

Expenditures

In recent years, capital equipment procurement has faced significant shifts driven by evolving economic and supply chain conditions. The most prominent change has been elevated inflation, leading to substantial cost increases for everything from road equipment to public safety vehicles. While staff have historically anticipated a modest annual increase for equipment replacement, those projections have been drastically underestimated, creating increased strain on the tax levy and further re-prioritization of replacement plans. This inflationary pressure has been compounded by supply chain disruptions. The initial impact of the COVID-19 pandemic led to factory shutdowns, shipping delays, and a shift in consumer demand for goods, creating scarcity and extended lead times for various types of equipment, including specialized vehicles like police cars, snow plows, and fire trucks. While some of these

pandemic-era disruptions have eased, underlying issues, including ongoing supply chain distributions and labor shortages, continue to impact the global marketplace.

As required by state statute, the majority of the City's rolling stock has historically been procured through the State of Minnesota's Cooperative Purchasing Venture, which allows entities to purchase goods and certain services at pre-negotiated prices. In recent years, many providers have withdrawn from the purchasing venture as it has become more profitable to distribute through other sales channels as prices have increased substantially and led to long lead times for product delivery. Anecdotally, it appears that the significant backlog of existing orders has begun to clear and timelines for the most specialized heavy machinery and equipment are shortening, although prices remain elevated.

Funding Model

At the September 14 Workshop, staff presented a preliminary 2025-2029 Capital Equipment Fund plan and general feedback from the Council to staff was to come back with an alternative proposal that ensured the city's equipment is replaced at reasonable intervals to maintain the existing service model; develop an annual expenditure model that is generally linear and based on historical price increases; and create a model to reduce the city's reliance on equipment certificates (debt) for the 2030 budget. Finance staff, in conjunction with the City Manager, developed a revised model using the 2024 capital equipment fund budget of \$3,034,467 and increasing it by 3% annually to account for inflation in creating a spending target for each year of the CIP. This structure was generally supported and utilized in creating the plan that was formally approved at the December 18, 2024, City Council Meeting.

The creation of the proposed 2026-2030 Capital Equipment Fund was done using the established guidance outlined above. For the years 2026 through 2029, the spending guidelines remain the same as presented in the 2024-2029 plan. To create the 2030 spending target, the same concept was utilized by applying a 3% increase to the 2029 limit. While the plan is not linear, it does demonstrate a practical implementation of Council direction and ensures that the cumulative spending of the plan at no point exceeds the established targets. The Council should anticipate some level of lumpiness in spending as staff attempt to maximize the life cycle of assets and replace them at the most responsible intervals. The total planned expenditures over the five-year plan outlined below are approximately \$90,000 less than what the spending model would allow for. The table below shows a summary of capital equipment requests by department. As a reminder, this fund does not account for equipment related to the City's utility functions, facilities, or SBM Fire.

Summary of Requested 2026-2030 Capital Equipment Fund Expenditures by Department					
Department	2026	2027	2028	2029	2030
Finance & IT	\$413,215	\$236,300	\$221,400	\$372,850	\$562,950
Police	687,000	723,900	782,000	878,000	1,017,000
Community Standards	-	75,000	75,000	-	75,000
Public Works	1,981,500	2,249,444	2,161,069	2,258,119	1,905,000
Building Inspections	50,000	51,500	106,090	54,636	56,275

2026-2030 Requested CIP	3,165,501	3,336,144	3,345,559		3,616,225
2025-2030 Approved CIP/Target	3,219,266	3,315,844	3,415,319		3,623,312
'25-'26 CIP Variance Postive/(Negative)	\$87,566	\$(20,300)	\$69,760	\$(45,826)	\$7,087

In order to accommodate the established targets based on the model outlined above, several important actions were taken in 2024 to make the plan financially feasible, including deferring and removing projects, as well as identifying alternative funding sources. One project that was removed was the proposal in 2027 to allocate \$700,000 for the purchase and implementation of new financial ERP software to replace the city's legacy product, New World Systems, which was implemented 16 years ago. In 2015, Tyler Technologies acquired New World Systems and in the last several years, it has been communicated that the vendor will no longer provide enhancements or new features to the New World platform. With other similarly-sized ERP options already in Tyler Technologies' portfolio, it appears the software will be phased out or be sunsetted at some point in the next several years. This existing system has become outdated, with a cumbersome interface and lacking several industry-standard features/modules. While the department has recently experienced several staffing changes, a strong desire remains to begin the software conversion process in the next 18 months.

Public Safety Aid Fund

The Minnesota Legislature signed into law a Public Safety Aid in the 2023 Omnibus Tax Bill. This one-time bill provided \$300 million to townships, cities, counties, and tribal governments for public safety purposes. The city received \$3,106,062 in December 2023, with 30% or \$931,819 allocated to the SBM Fire Department for future capital improvements, subject to City Council approval. The remaining funding, or \$2,174,243 has been earmarked for purchases within the Police Department. At the September 25, 2023, Council Workshop, the Police Department provided an [outline of requests](#) to utilize the aid, with the consensus of the Council being that the funding should be allocated to one-time initiatives and not used to absorb ongoing operational expenditures. Since the funding was received by the City, Council has authorized several expenditures, including red dot sites, body armor in squads, pursuit intervention tools and uniform updates. Additionally, funding for annual SWAT training and license plate reader cameras has been allocated to the Public Safety Aid Fund, with the intent of transitioning these costs to the General Fund over time.

In order to finance the 2026-2030 CIP as outlined, the Police Department has indicated a desire to utilize this funding as outlined to assist the City with transitioning from a debt model to a pre-funded model for the City's equipment. To accommodate the Capital Equipment Fund spending targets, \$261,000 of radio replacements are included for 2026 and two patrol vehicles totaling approximately \$150,000 are included within the 2028 Public Safety Aid Fund proposal.

SBM Fire Capital Equipment and Projects Fund

SBM Fire is a joint venture between Blaine, Mounds View, and Spring Lake Park. Each municipality contributes a percentage of funding for operations and capital as follows:

- Blaine – 76%

- Mounds View – 15.5%
- Spring Lake Park – 8.5%

Revenues

In 2021, SBM Fire capital management was shifted to Blaine. Member cities made a commitment to reallocate existing tax levies dedicated to servicing debt related to SBM projects to the capital fund as bonds were retired. The goals were to:

- Pre-fund the purchase of capital equipment, apart from significant facility projects
- Reduce the amount of debt each city was taking on related to the operation of SBM Fire
- Provide consistent year-to-year capital contributions

Blaine budgeted \$400,000 in 2023 and \$596,752 in 2024 for its contribution to the SBM Capital Fund but did not identify a specific funding source and, in order to finance the required contribution, closed bond funds were utilized as a temporary bridge until the tax levy could be restored. For 2025, the budget included the same contribution as 2024, but was funded through the tax levy.

With the final debt service for the bonds used to finance the construction of Station #3 scheduled for 2025, consistent with the membership's agreed-upon funding model, the associated funding would be reallocated, bringing the 2026 SBM Capital Fund levy to \$1,015,360. The total funding for SBM capital, between debt and cash allocations, is proposed to be unchanged from the 2025 budget. This funding is essential in providing timely replacement of essential fire-related vehicles and equipment, and the cash-funded strategy eliminates interest and borrowing costs while also providing flexibility in the procurement process given the long delivery lead times that have become the norm.

In addition to the annual contributions, each member city authorized 30% of the one-time Public Safety Aid, authorized during the 2023 legislative session, to be deposited into the SBM Capital Fund. This allocation was identified to help the fund transition from debt to cash funding.

City	30% Public Safety Aid Contribution
Blaine	\$931,819
Mounds View	172,411
Spring Lake Park	99,038
Total	\$1,203,268

Expenditures

The SBM Capital Fund is intended to be used to pre-fund the organization's purchase of rolling stock and minor building improvements. The fund was not established or funded to account for large facility projects, including the renovation or construction of new stations. General discussions have indicated the issuance of debt would be necessary for any major building project given the upfront financial resources required.

As similarly noted for the city's capital equipment, the fire response industry is also experiencing pricing

volatility and procurement delays. These cost increases and long delivery timelines are becoming the standard and no longer an exception. In an effort to procure equipment in coordination with the capital plan, the Council has authorized the order of three vehicles with anticipated delivery dates into the future.

- On [July 15, 2024](#) - Fire engine with a \$900,000 appropriation. The build time is estimated at three years.
- On May 19, 2025 - Fire engine and rescue truck in the amounts of \$975,000 and \$422,000 respectively. The current lead time for the engine is three years and the rescue is 7 months.

Summary of Requested SBM Expenditures by Type					
Type	2026	2027	2028	2029	2030
Engines	\$1,075,000	\$1,080,000	-	-	-
Ladders	-	-	-	-	-
Towers	-	-	-	-	-
Recuses	430,000	-	500,000	-	-
Utilities	-	441,000	-	-	-
Squad Vehicles	-	-	80,000	160,000	-
Grass UTV's	-	73,000	-	-	80,000
Buildings	237,000	215,000	67,250	70,000	72,500
Equipment	100,000	108,000	255,000	678,000	142,000
SCBA*	900,000	-	-	-	-
Total	\$2,742,000	\$1,917,000	\$902,250	\$908,000	\$294,000

*Expected to be grant funded

A copy of the presentation will be attached before noon on the day of the meeting.

Attachments:

- *Fund Summaries – include 2024 actuals, the 2025 budget, and the proposed 2026-2030 CIP; with detailed revenue sources, project expenses/budgets, and projected cash balances*
- *Detailed Project Listing – summary of each project for the proposed CIP, with descriptions of work to be completed and staff recommendations*
- *SBM Capital Presentation - supplemental information on the SBM capital requests, provided by Chief Retka*

Staff Recommendation

Questions for Council

Does the Council support the plan as proposed?

- While the CIP lays out a long-term plan, expenditures specifically planned for the next fiscal year become the approved capital budget. Projects identified in future fiscal periods are for planning purposes only and are not an authorization to incur contractual commitments.
- If Council would like any changes to the plan, this is the best opportunity to communicate those recommendations and determine if there is a consensus.

Attachment List

1. 2026 Equipment and SBM Presentation
2. Capital Equipment Fund Summaries
3. Capital Equipment Detailed Project Listing



2026-2030 Capital Improvement Plan

General Fund Equipment and SBM Fire Capital

Council Workshop | Finance

07/14/2025

Capital Equipment Fund

Included

- Finance & IT
- Police & Community Standards
- Street Maintenance
- Park Maintenance
- Vehicle & Equipment Maintenance
- Building Inspections

Not Included

- Water Capital
- Sewer Capital
- Stormwater Capital
- SBM Capital

Status of Current Fleet

Equipment Type (Licensed Vehicles and All Other Equipment)	# of city Units
Law Enforcement Patrol	61
Sedans (including undercover units)	7
Light duty (class 1 through 3)	144
Medium Duty Trucks (class 4 through 6)	28
Heavy Duty Trucks (class 7 and 8)	39
Motor-Driven Const. Equip (e.g., Loaders, dozers, graders, pavers)	36
Misc. Equipment (e.g., trailers, compressors, landscape equip)	377
Total Fleet Units	692

Fleet Age (Licensed Vehicles Only)	# of units	Percent
5 years or less	126	40%
6 to 10 years	90	28%
11 to 15 years	21	7%
16 to 20 years	43	14%
More than 20 years	37	12%
Total	317	100%

Approximately 25% of the fleet is over 16 years old

Vehicle & Equipment Maintenance Division

The City employs a vehicle and equipment department that is charged with the maintenance, service, and recommendation on replacement of existing assets. The Division is comprised of:

Fleet Manager

- Responsible for all aspects of the management of capital equipment, budget, maintenance schedule and supervising all mechanics
- Approved in the 2024 budget, position filled in March 2025

Asset Management Coordinator

- Provides condition assessments, asset valuations, and creates long-term maintenance strategies using EAMS
- Supervised mechanics before Fleet Manager roles was created

Lead Mechanic

- Manages maintenance and mechanical repairs; training staff, policy and procedure development/administration, maintains safety compliance requirements

Mechanics (4)

- Skilled work performing preventative maintenance and mechanical repair of heavy equipment; inspect equipment to determine appropriate maintenance, and operate applicable equipment and tools

Vehicle and Equipment Replacement Criteria

- ▶ Vehicles and Equipment are evaluated using the following criteria
 - ▶ Age, mileage, usage hours, idle hours, condition, reliability, downtime, maintenance costs, technological advances/obsolescence, changes in operational needs
- ▶ Strategic Planning & Prioritization
 - ▶ Departments identify requests
 - ▶ Fleet Department participation
 - ▶ Collective effort and comprehensive analysis
- ▶ Replacement planning intervals vs. the City's replacement intervals
 - ▶ Capital plan will change year to year
 - ▶ As equipment is closer to estimated replacement; more effort is spent evaluating condition
 - ▶ Equipment is not expected to be replaced by any specific metric

New Equipment Request Factors



New Employees

Office furniture and computers for administrative roles.

Specialized tools and vehicles for operational staff in public works and safety services.



New Infrastructure

A new water treatment plant will require specialized pumps, filtration systems, and monitoring equipment.

Road Maintenance demands pothole patchers, street sweepers, and hydro excavators.



Time Savings & Safety Enhancements

A new street sweeper with advanced navigation can clean larger areas more quickly.

Modern equipment often comes with enhanced safety features thereby minimizing the risk of injuries.



New Technology

Energy-efficient streetlights with remote management.

Mobile applications to promote citizen engagement.

GIS systems for monitoring city infrastructure.



New Regulations

Safety standards necessitating updated personal protective equipment.

Accessibility laws demanding certain types of accessible vehicles.



Increased Services

Enhancing emergency response capabilities based on volume and call type.

Expanding, altering, and maintaining park system.

Factors Impacting Municipal Equipment



Market Dynamics

- 2020-2021: Pandemic Boom
- 2022-2024: Bumper Years
- 2025: Demand Cooling



Procurement Process

- MN Cooperative Purchasing Venture
- Pricing elevated by stabilizing
- Increased availability



Financing Considerations

- Elevated Interest Rate Environment
- Direction to Pre-Fund by 2030
- Delaying replacement may impact operating budgets



Specifications & Features

- Specialized Equipment
- Additional Outfitting
- Increasing overall costs

Historical Funding Sources of Capital Equipment



City goal to prefund Capital Equipment by 2029

Capital Equipment Program Development



- ▶ At the September 16, 2024 workshop council directed staff to develop a plan with the following considerations:
 - ▶ Ensure the city's equipment is replaced at reasonable intervals to maintain the existing service model
 - ▶ Reduce the 2025 equipment request from \$4.3 million, as initially proposed
 - ▶ Develop an annual expenditure model that is generally linear and based on historical price increases
 - ▶ Create a model to reduce the City's reliance on equipment certificates (debt) by 2029

Capital Equipment Program Framework



- ▶ At the November 4, 2024 Workshop staff presented a revised plan to Council that included:
 - ▶ Participation from all requesting departments
 - ▶ Developed a model using 3% inflation year-over-year
 - ▶ Identified spending targets
 - ▶ Refined deferrals, removals, and alternate funding sources
 - ▶ Ensured equipment requests are consistent with strategic priorities
 - ▶ Thoroughly considered all equipment requests
- ▶ This model was ultimately used to create the 2025-2029 Council adopted CIP

2026-2030 Capital Equipment Plan

Targets Remains Unchanged

Year	2025	2026	2027	2028	2029	2030
'25-'29 CIP	\$	\$	\$	\$	\$	
'26-'30 CIP		\$	\$	\$	\$	\$

- ▶ Follows same concepts and principals outlined in 2025
- ▶ Annual spending limits for 2026-2029 remain unchanged from last years plan
 - ▶ 2030 maximum budget = 2029 target + 3%
- ▶ While the plan is not linear, it does demonstrate a practical implementation of Council direction
 - ▶ Cumulative spending of the plan at no point exceeds the established targets
- ▶ The Council should anticipate some level of lumpiness in spending as staff attempt to maximize the life cycle of assets and replace them at the most responsible intervals

Summary of Changes

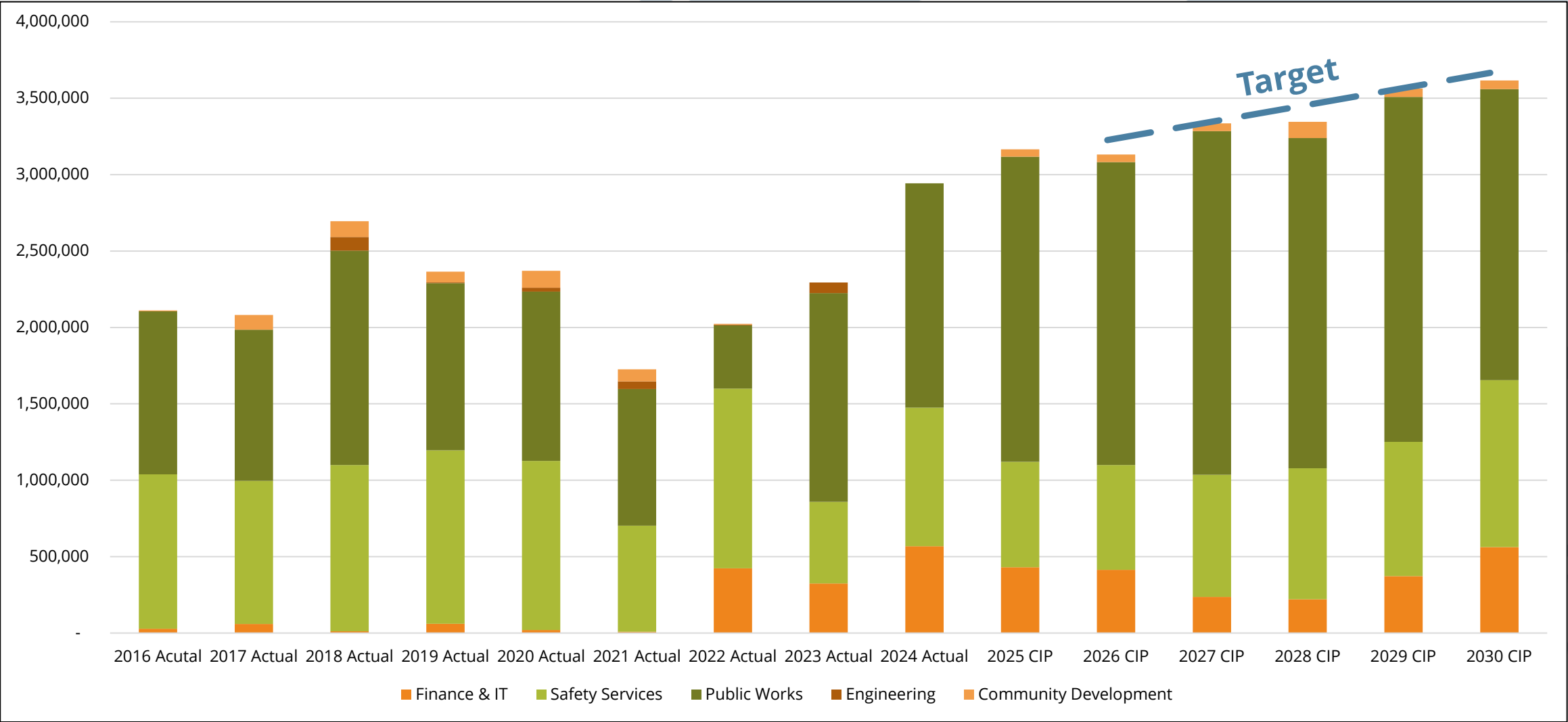
Summary of Requested 2026-2030 Capital Equipment Fund Expenditures by Department					
Department	2026	2027	2028	2029	2030
Finance & IT	\$413,215	\$236,300	\$221,400	\$372,850	\$562,950
Police	\$687,000	\$723,900	\$782,000	\$878,000	\$1,017,000
Community Standards	-	\$75,000	\$75,000	-	\$75,000
Public Works	\$1,981,500	\$2,249,444	\$2,161,069	\$2,258,119	\$1,905,000
Building Inspections	\$50,000	\$51,500	\$106,090	\$54,636	\$56,275
2026-2030 Requested CIP	\$3,165,501	\$3,336,144	\$3,345,559	\$3,563,605	\$3,616,225
2025-2030 Approved CIP/Target	\$3,219,266	\$3,315,844	\$3,415,319	\$3,517,779	\$3,623,312
'25-'26 CIP Variance Postive/(Negative)	\$87,566	(\$20,300)	\$69,760	(\$45,826)	\$7,087

Total plan expenditures ≈ \$90,000 less than what the spending model allows for

±

Path to pre-fund equipment by 2029 remains

Capital Equipment Expenditures (Actual & CIP)



2024 Equipment Received



Received February 2024

Plow Truck



Received in August 2024

16' Mower



Received in April 2024

Armored Vehicle (Bearcat)

2025 Featured Equipment



\$381,000

Heavy Duty Truck with Plow Package
(Received)



\$230,000

Sidewalk Machine w/V Plow & Blower
(Received)



\$150,000

Medium Duty Garbage Truck
(Received)

2026 Equipment Spotlight



Light Duty Lawn & Leaf Vacuum

\$55,000

Used for turf and fall leaf clean up
Replaces a 1990 unit



Heavy Duty Water Tanker

\$385,000

Used for irrigation, flooding rinks, & flushing sewers
Replaces a 2003 unit



Heavy Duty Plow Truck

\$397,472

Used for plowing snow and spreading salt
Replaces a 2002 unit

2026 Capital Equipment Requests

Finance and IT Equipment

Project

Information Technology

Computers and Related Equipment

81,200

Squad Laptops

54,000

Security Camera Replacement

15,000

Multi-Function Printers

13,000

Infrastructure for Hot DR Site

250,000

413,200

2026 Capital Equipment Requests Police

Project	Administration	Patrol	Special Operations	Community Standards
Patrol Vehicle (Replacement for 5324)	-	63,000	-	-
Patrol Vehicle (Replacement for 5303)	-	63,000	-	-
Patrol Vehicle (Replacement for 5258)	-	75,000	-	-
Patrol Vehicle (Replacement for 5270)	-	75,000	-	-
Patrol Vehicle (Replacement for 5295)	-	80,000	-	-
Police Response UTV (New)	-	45,000	-	-
Unmanned Aircraft System for Patrol	-	25,000	-	-
Chief Vehicle (Replacement)	54,000	-	-	-
800 MHz Police Radio Replacement Project	105,000	-	-	-
Detective Vehicle (Replacement for 5241)	-	-	51,000	-
Detective Vehicle (Replacement for 5254)	-	-	51,000	-
	159,000	426,000	102,000	-

2026 Capital Equipment Requests Public Works and Building Inspections

Project	Street Maintenance	Park Maintenance	Vehicle & Equip Maint	Building Inspections
Heavy Duty Tandem Axle Truck with Plow Package	451,500	-	-	-
Heavy Duty Single Axle Truck with Plow Package	405,000			
Light Duty Sidewalk Machine with V Plow and Blower	240,000	-	-	-
Light Duty Asphalt Roller with Trailer	100,000	-	-	-
Light Duty Zero Turn Mower	25,000	-	-	-
Heavy Duty Single Axle Water Tanker	-	385,000	-	-
Light Duty Multipurpose Utility Vehicle with V-Plow and Blower	-	105,000	-	-
Light Duty Pickup With Specialized Equipment	-	75,000	-	-
Light Duty Lawn and Leaf Vacuum	-	55,000	-	-
Light Duty Zero Turn Mower	-	35,000	-	-
Light Duty Utility Vehicle	-	-	70,000	-
In-Floor Hoist	-	-	35,000	-
Building Inspector Vehicle	-	-	-	50,000
	1,221,500	655,000	105,000	50,000

Debt Levy Projections



- ▶ Equipment Certificates are typically issued with a five-year amortization (repayment) schedule
- ▶ 2023: Issued ≈ \$3.0 million
 - ▶ Annual Debt Levy ≈ \$690,000
 - ▶ Total Cost to Borrow ≈ \$3.5 million
- ▶ 2024: Issued ≈ \$3.0 million
 - ▶ Annual Debt Levy ≈ \$695,000
 - ▶ Total Cost to Borrow ≈ \$3.5 million
- ▶ 2025: Will be issuing ≈ \$2.6 million
 - ▶ Bonds to be sold in fall
 - ▶ Anticipating slightly higher annual levy due to changes in interest rate environment
- ▶ No Equipment Certificates outstanding/scheduled to “fall” off the levy

City of Blaine, Minnesota
Capital Equipment & Projects Fund - 410
Summary of Revenues, Expenditures, and Change in Fund Balance
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2023 Actual	2024 Budget	2024 Actual	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues									
New Property Tax Levy	\$ -	\$ 100,000	\$ 100,000	\$ 500,000	\$ 1,000,000	\$ 1,600,000	\$ 2,250,000	\$ 2,750,000	\$ 3,000,000
Reallocated Expired Equipment Debt	-	-	-	-	-	-	-	689,063	1,383,638
Licenses & Permits	-	-	-	-	-	-	-	-	-
Traffic Safety Vehicle Grant	-	-	67,664	-	-	-	-	-	-
UASI Drone Tether Grant	-	-	16,500	-	-	-	-	-	-
ARMER Grant	-	-	-	40,000	-	-	-	-	-
Investment Earnings	(18,458)	2,000	61,883	2,000	2,000	2,000	2,000	2,000	2,000
Total Revenues	(18,458)	102,000	246,047	542,000	1,002,000	1,602,000	2,252,000	3,441,063	4,385,638
Capital Outlay									
Finance & Information Technology	324,608	440,850	568,079	445,235	413,200	236,300	221,400	372,850	562,950
Police Administration	533,383	32,200	31,176	88,831	159,000	108,000	111,000	114,000	50,000
Police Patrol	-	351,151	509,291	554,170	426,000	615,900	620,000	764,000	912,000
Police Special Operations	-	80,000	182,731	6,675	102,000	-	51,000	-	55,000
Emergency Management	-	-	-	106,452	-	-	-	-	-
Community Service	-	43,000	81,241	-	-	-	-	-	-
Community Standards (Fire Inspections)	-	130,000	102,928	-	-	75,000	75,000	-	75,000
Public Works Administration	45,975	-	5,652	-	-	-	-	-	-
Street Maintenance	828,555	1,330,000	831,826	2,110,853	1,221,500	1,629,944	1,413,069	1,824,619	1,315,000
Park Maintenance	443,617	557,000	587,548	476,675	655,000	565,000	468,000	385,000	450,000
Vehicle & Equip. Maintenance Dept.	48,699	18,000	42,875	219,500	105,000	54,500	280,000	48,500	140,000
Engineering	69,421	-	-	-	-	-	-	-	-
Building Inspections	-	-	-	47,750	50,000	51,500	106,090	54,636	56,275
Total Capital Outlay	2,294,258	2,982,201	2,943,347	4,056,141	3,131,700	3,336,144	3,345,559	3,563,605	3,616,225
Revenues Over (Under) Expenditures	(2,312,716)	(2,880,201)	(2,697,300)	(3,514,141)	(2,129,700)	(1,734,144)	(1,093,559)	(122,543)	769,413
Other Financing Sources (Uses)									
Transfers In From General Fund	-	-	9,434	-	-	-	-	-	-
Transfer In From PW Exp/PD/Fire Garage Project	-	-	8,900	-	-	-	-	-	-
Transfer Out to 6 Cities Watershed Capital Projects	-	-	(453)	-	-	-	-	-	-
Sale of Fixed Assets	97,178	115,000	78,000	75,000	60,000	60,000	60,000	60,000	60,000
Certificate of Indebtedness Proceeds	3,007,610	2,865,201	3,021,317	2,548,501	2,069,700	1,674,144	1,033,559	-	-
Total Other Financing Sources (Uses)	3,104,788	2,980,201	3,117,198	2,623,501	2,129,700	1,734,144	1,093,559	60,000	60,000
Net Change in Fund Balance	792,072	100,000	419,898	(890,640)	-	-	-	(62,543)	829,413
Fund Balance, January 1	430,429	1,222,501	1,222,501	1,642,399	751,759	751,759	751,759	751,759	689,216
Fund Balance, December 31	1,222,501	1,322,501	1,642,399	751,759	751,759	751,759	751,759	689,216	1,518,629
Cash Balance, December 31	\$ 1,378,966	\$ 1,478,966	\$ 1,665,351	\$ 774,711	\$ 774,711	\$ 774,711	\$ 774,711	\$ 712,168	\$ 1,547,381

SBM Fire Capital Background



- ▶ In 2021, Blaine became the financial administrator for SBM Capital Funding
 - ▶ Member cities committed to prefunding replacement of equipment & machinery
 - ▶ Historically capital equipment was funded by debt
- ▶ Blaine elected to utilize closed bond funds to fulfill the City's obligation
 - ▶ 2023 - \$414,960
 - ▶ 2024 - \$596,752
- ▶ Funding for 2025 remained level with 2024
 - ▶ Fund reserves are no longer available
 - ▶ "New" property tax of \$596,752 levied

SBM Fire Capital



- ▶ 2026 Total Funding - \$1,336,000
 - ▶ Member cities contribute a percentage annually
 - ▶ Blaine (76.0%) – \$1,015,360
 - ▶ Mounds View (15.5%) – \$207,080
 - ▶ Spring Lake Park (8.5%) - \$113,560
- ▶ Blaine's funding share for 2026 is anticipated to be \$1M, a result of the 2013A debt issuance retiring, which was used to finance the construction of the fire station on Ulysses
 - ▶ Total debt + capital levy for SBM to be the level from 2025 budget
 - ▶ No further SBM debt will remain after 2025
 - ▶ Current funding model anticipates level funding for 2026-2030
- ▶ Based on discussion with cities in joint venture, future capital funding will need to be reviewed

Featured Equipment



2026

Engine 2



2027

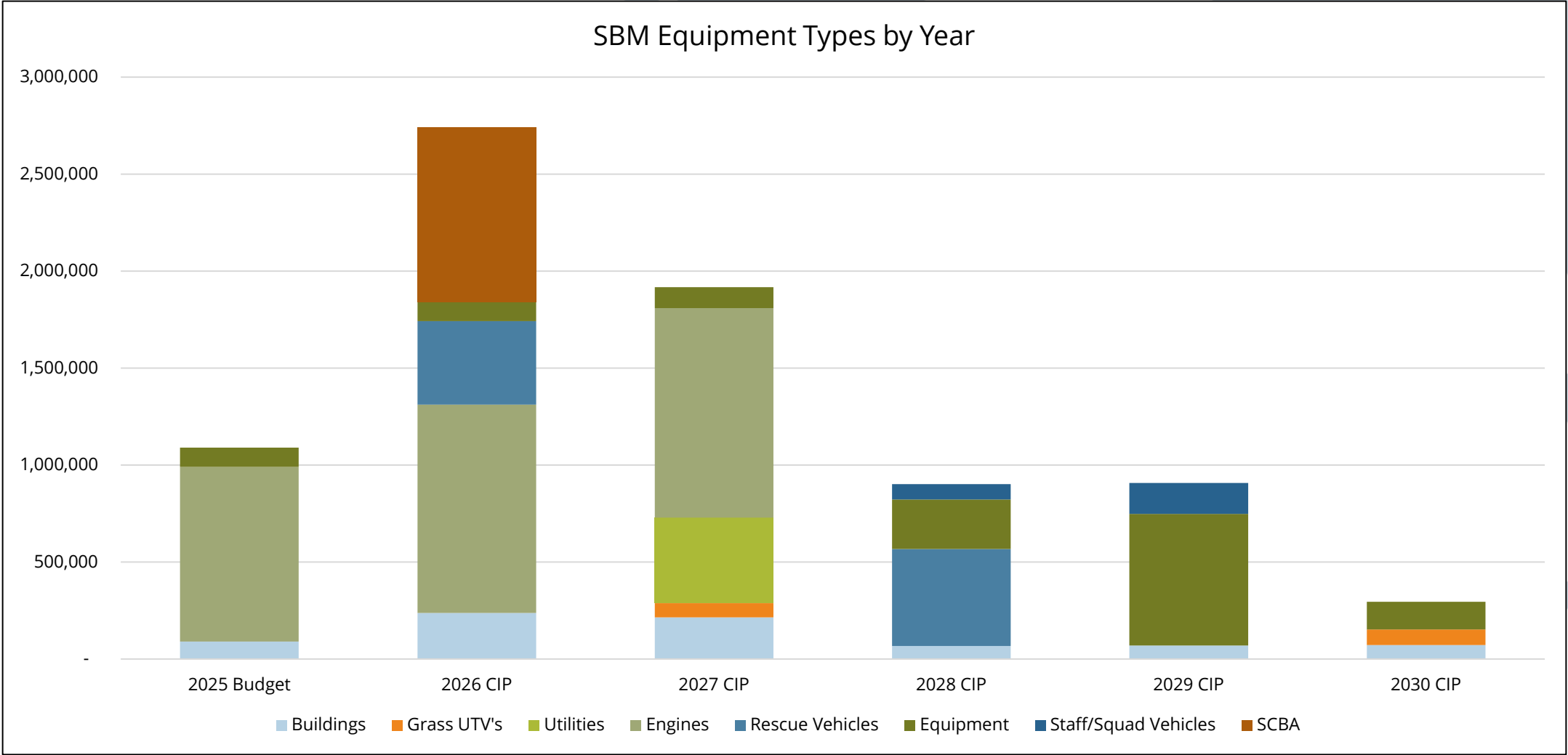
Engine 4



2028

Rescue 3

SBM Capital Equipment Requests



City of Blaine, Minnesota
SBM Capital Equipment Fund - 411
Summary of Revenues, Expenditures, and Change in Fund Balance
2026 - 2030 Capital Improvement Plan - As of July 14, 2025

	2023 Actual	2024 Budget	2024 Actual	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues									
Property Tax Levy	\$ -	\$ -	\$ -	\$ 596,752	\$ 1,015,360	\$ 1,015,360	\$ 1,015,360	\$ 1,015,360	\$ 1,015,360
Mounds View Contribution	84,630	121,706	121,706	121,706	207,080	207,080	207,080	207,080	207,080
Spring Lake Park Contribution	46,410	66,742	66,742	66,742	113,560	113,560	113,560	113,560	113,560
Blaine Public Safety Aid	931,819	-	-	-	-	-	-	-	-
Mounds View Public Safety Aid	-	172,411	172,411	-	-	-	-	-	-
Spring Lake Park Public Safety Aid	-	99,038	99,038	-	-	-	-	-	-
Proprietary Fund Revenues	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
SCBA Grant	-	-	-	-	900,000	-	-	-	-
Investment Earnings	30,138	2,000	72,968	1,000	1,000	1,000	1,000	1,000	1,000
Total Revenues	1,092,997	461,897	532,865	786,200	2,237,000	1,337,000	1,337,000	1,337,000	1,337,000
Capital Outlay									
Engines	428,838	-	10,000	900,000	1,075,000	1,080,000	-	-	-
Ladders	-	-	-	-	-	-	-	-	-
Towers	-	-	-	-	-	-	-	-	-
Rescues	-	-	-	-	430,000	-	500,000	-	-
Utilities	-	-	-	-	-	441,000	-	-	-
Staff/Squad vehicles	62,421	230,000	238,285	-	-	-	80,000	160,000	-
Grass UTVs	52,009	-	-	-	-	73,000	-	-	80,000
Buildings	13,946	-	300	90,000	237,000	215,000	67,250	70,000	72,500
Equipment	93,260	200,000	160,153	139,847	100,000	108,000	255,000	678,000	142,000
SCBA	-	-	-	-	900,000	-	-	-	-
Total Capital Outlay	650,474	430,000	408,738	1,129,847	2,742,000	1,917,000	902,250	908,000	294,500
Revenues Over (Under) Expenditures	442,523	31,897	124,127	(343,647)	(505,000)	(580,000)	434,750	429,000	1,042,500
Other Financing Sources (Uses)									
Transfers In - Blaine Contribution	414,960	596,752	596,752	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-	-	-
Sale of Fixed Assets	32,228	19,351	61,125	-	-	-	-	-	-
Total Other Financing Sources (Uses)	447,188	616,103	657,877	-	-	-	-	-	-
Net Change in Fund Balance	889,711	648,000	782,004	(343,647)	(505,000)	(580,000)	434,750	429,000	1,042,500
Fund Balance, January 1	629,817	1,519,528	1,519,528	2,301,532	1,957,885	1,452,885	872,885	1,307,635	1,736,635
Fund Balance, December 31	1,519,528	2,167,529	2,301,532	1,957,885	1,452,885	872,885	1,307,635	1,736,635	2,779,135
	1,378,966								
Cash Balance, December 31	\$ 1,517,908	\$ 2,165,908	\$ 2,296,694	\$ 1,953,047	\$ 1,448,047	\$ 868,047	\$ 1,302,797	\$ 1,731,797	\$ 2,779,135

Public Safety Aid

- ▶ The Minnesota Legislature included a one-time Public Safety Aid within the 2023 Omnibus Tax Bill
 - ▶ Provided \$300 million to townships, cities, counties, and tribal governments for public safety purposes
 - ▶ Total Blaine aid = \$3,106,062
- ▶ Member cities contributed 30% of aid received into the SBM Capital Fund
 - ▶ Blaine – \$931,819
 - ▶ Mounds View – \$172,411
 - ▶ Spring Lake Park - \$99,038
 - ▶ Was used to bridge the gap between debt and cash financing
- ▶ Staff created the “Public Safety Aid Fund” to account for the remaining proceeds

Public Safety Aid Fund

- ▶ Remaining ≈ \$2.1 million allocated in December 2023
- ▶ Was proposed in September 2023 to funding new initiatives and equipment within the Police Department
 - ▶ Appropriations for eight specific expenditures have been approved
- ▶ As part of the 2025-2029 CIP several items were moved from the Capital Equipment Fund to the Public Safety Aid Fund
 - ▶ Proposed capital for 2026-2030 remains unchanged

Year	Item	Amount
2025	Patrol Vehicle (New to Fleet)	\$70,700
2025	Patrol Vehicle (New to Fleet)	\$70,700
2026	800 MHz Police Radio Replacement Project	\$261,000
2028	Patrol Vehicle (New to Fleet)	\$77,256
2028	Patrol Vehicle (New to Fleet)	\$77,256

Questions for Council

- ▶ Does the Council support the plan as proposed?
 - ▶ While the CIP lays out a long-term plan, specific focus should be placed on the 2026 projects
 - ▶ Projects identified in future fiscal periods are for planning purposes only and are not an authorization to incur contractual commitments
 - ▶ If Council would like any changes to the plan, this is the best opportunity to communicate those recommendations and determine if there is a consensus
 - ▶ *Direction is needed as Engineering would like to initiate 2026 projects in August 2025*



City of Blaine, Minnesota
Capital Equipment & Projects Fund - 410
Summary of Revenues, Expenditures, and Change in Fund Balance
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2023 Actual	2024 Budget	2024 Actual	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues									
New Property Tax Levy	\$ -	\$ 100,000	\$ 100,000	\$ 500,000	\$ 1,000,000	\$ 1,600,000	\$ 2,250,000	\$ 2,750,000	\$ 3,000,000
Reallocated Expired Equipment Debt	-	-	-	-	-	-	-	689,063	1,383,638
Licenses & Permits	-	-	-	-	-	-	-	-	-
Traffic Safety Vehicle Grant	-	-	67,664	-	-	-	-	-	-
UASI Drone Tether Grant	-	-	16,500	-	-	-	-	-	-
ARMER Grant	-	-	-	40,000	-	-	-	-	-
Investment Earnings	(18,458)	2,000	61,883	2,000	2,000	2,000	2,000	2,000	2,000
Total Revenues	(18,458)	102,000	246,047	542,000	1,002,000	1,602,000	2,252,000	3,441,063	4,385,638
Capital Outlay									
Finance & Information Technology	324,608	440,850	568,079	445,235	413,200	236,300	221,400	372,850	562,950
Police Administration	533,383	32,200	31,176	88,831	159,000	108,000	111,000	114,000	50,000
Police Patrol	-	351,151	509,291	554,170	426,000	615,900	620,000	764,000	912,000
Police Special Operations	-	80,000	182,731	6,675	102,000	-	51,000	-	55,000
Emergency Management	-	-	-	106,452	-	-	-	-	-
Community Service	-	43,000	81,241	-	-	-	-	-	-
Community Standards (Fire Inspections)	-	130,000	102,928	-	-	75,000	75,000	-	75,000
Public Works Administration	45,975	-	5,652	-	-	-	-	-	-
Street Maintenance	828,555	1,330,000	831,826	2,110,853	1,221,500	1,629,944	1,413,069	1,824,619	1,315,000
Park Maintenance	443,617	557,000	587,548	476,675	655,000	565,000	468,000	385,000	450,000
Vehicle & Equip. Maintenance Dept.	48,699	18,000	42,875	219,500	105,000	54,500	280,000	48,500	140,000
Engineering	69,421	-	-	-	-	-	-	-	-
Building Inspections	-	-	-	47,750	50,000	51,500	106,090	54,636	56,275
Total Capital Outlay	2,294,258	2,982,201	2,943,347	4,056,141	3,131,700	3,336,144	3,345,559	3,563,605	3,616,225
Revenues Over (Under) Expenditures	(2,312,716)	(2,880,201)	(2,697,300)	(3,514,141)	(2,129,700)	(1,734,144)	(1,093,559)	(122,543)	769,413
Other Financing Sources (Uses)									
Transfers In From General Fund	-	-	9,434	-	-	-	-	-	-
Transfer In From PW Exp/PD/Fire Garage Project	-	-	8,900	-	-	-	-	-	-
Transfer Out to 6 Cities Watershed Capital Projects	-	-	(453)	-	-	-	-	-	-
Sale of Fixed Assets	97,178	115,000	78,000	75,000	60,000	60,000	60,000	60,000	60,000
Certificate of Indebtedness Proceeds	3,007,610	2,865,201	3,021,317	2,548,501	2,069,700	1,674,144	1,033,559	-	-
Total Other Financing Sources (Uses)	3,104,788	2,980,201	3,117,198	2,623,501	2,129,700	1,734,144	1,093,559	60,000	60,000
Net Change in Fund Balance	792,072	100,000	419,898	(890,640)	-	-	-	(62,543)	829,413
Fund Balance, January 1	430,429	1,222,501	1,222,501	1,642,399	751,759	751,759	751,759	751,759	689,216
Fund Balance, December 31	1,222,501	1,322,501	1,642,399	751,759	751,759	751,759	751,759	689,216	1,518,629
Cash Balance, December 31	\$ 1,378,966	\$ 1,478,966	\$ 1,665,351	\$ 774,711	\$ 774,711	\$ 774,711	\$ 774,711	\$ 712,168	\$ 1,541,581



City of Blaine, Minnesota
Public Safety Aid Fund - 417
Summary of Revenues, Expenditures, and Change in Fund Balance
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2023 Actual	2024 Budget	2024 Actual	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues									
Intergovernmental Revenue	\$ 2,174,243	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Investment Earnings	1,553	-	83,038	40,000	15,000	10,000	8,000	5,000	5,000
Total Revenues	2,175,797	-	83,038	40,000	15,000	10,000	8,000	5,000	5,000
Capital Outlay									
Radios	-	-	-	-	261,000	-	-	-	-
Patrol Squads (2) - New to Fleet	-	-	-	141,400	-	-	-	-	-
Patrol Squads (2) - New to Fleet	-	-	-	-	-	-	154,512	-	-
Red Dot Sites (RDS)	-	82,350	67,570	14,780	-	-	-	-	-
Replace Body Armor in Squads	-	73,000	71,285	1,715	-	-	-	-	-
Gas Mask Fit Testing Machine	-	16,105	-	16,105	-	-	-	-	-
Pursuit Intervention Tool	-	50,000	45,031	4,969	-	-	-	-	-
License Plate Reader Cameras	-	114,200	115,200	110,000	110,000	-	-	-	-
UAS Sentry POE Drone Detection	-	-	4,995	-	-	-	-	-	-
County-wide SWAT Team	-	19,150	20,814	-	-	-	-	-	-
Traffic Safety Vehicle Grant	-	14,465	-	14,465	-	-	-	-	-
Uniform Updates/Modifications	-	150,000	70,575	79,425	-	-	-	-	-
Increase Training Budget	-	-	-	-	-	-	-	-	-
Community Outreach Initiatives	-	-	-	-	-	-	-	-	-
Total Capital Outlay	-	519,270	395,470	382,859	371,000	-	154,512	-	-
Revenues Over (Under) Expenditures	2,175,797	(519,270)	(312,432)	(342,859)	(356,000)	10,000	(146,512)	5,000	5,000
Other Financing Sources (Uses)									
Transfers In	-	-	-	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	-	-	-	-	-	-	-	-	-
Net Change in Fund Balance	2,175,797	(519,270)	(312,432)	(342,859)	(356,000)	10,000	(146,512)	5,000	5,000
Fund Balance, January 1	-	2,175,797	2,175,797	1,863,365	1,520,506	1,164,506	1,174,506	1,027,994	1,032,994
Fund Balance, December 31	2,175,797	1,656,527	1,863,365	1,520,506	1,164,506	1,174,506	1,027,994	1,032,994	1,037,994
Cash Balance, December 31	\$ 2,175,715	\$ 1,656,445	\$ 1,877,139	\$ 1,534,280	\$ 1,178,280	\$ 1,188,280	\$ 1,041,768	\$ 1,046,768	\$ 1,051,768



City of Blaine, Minnesota
SBM Capital Equipment Fund - 411
Summary of Revenues, Expenditures, and Change in Fund Balance
2026 - 2030 Capital Improvement Plan - As of July 14, 2025

	2023 Actual	2024 Budget	2024 Actual	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues									
Property Tax Levy	\$ -	\$ -	\$ -	\$ 596,752	\$ 1,015,360	\$ 1,015,360	\$ 1,015,360	\$ 1,015,360	\$ 1,015,360
Mounds View Contribution	84,630	121,706	121,706	121,706	207,080	207,080	207,080	207,080	207,080
Spring Lake Park Contribution	46,410	66,742	66,742	66,742	113,560	113,560	113,560	113,560	113,560
Blaine Public Safety Aid	931,819	-	-	-	-	-	-	-	-
Mounds View Public Safety Aid	-	172,411	172,411	-	-	-	-	-	-
Spring Lake Park Public Safety Aid	-	99,038	99,038	-	-	-	-	-	-
Proprietary Fund Revenues	-	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-	-
SCBA Grant	-	-	-	-	900,000	-	-	-	-
Investment Earnings	30,138	2,000	72,968	1,000	1,000	1,000	1,000	1,000	1,000
Total Revenues	1,092,997	461,897	532,865	786,200	2,237,000	1,337,000	1,337,000	1,337,000	1,337,000
Capital Outlay									
Engines	428,838	-	10,000	900,000	1,075,000	1,080,000	-	-	-
Ladders	-	-	-	-	-	-	-	-	-
Towers	-	-	-	-	-	-	-	-	-
Rescues	-	-	-	-	430,000	-	500,000	-	-
Utilities	-	-	-	-	-	441,000	-	-	-
Staff/Squad vehicles	62,421	230,000	238,285	-	-	-	80,000	160,000	-
Grass UTVs	52,009	-	-	-	-	73,000	-	-	80,000
Buildings	13,946	-	300	90,000	237,000	215,000	67,250	70,000	72,500
Equipment	93,260	200,000	160,153	139,847	100,000	108,000	255,000	678,000	142,000
SCBA	-	-	-	-	900,000	-	-	-	-
Total Capital Outlay	650,474	430,000	408,738	1,129,847	2,742,000	1,917,000	902,250	908,000	294,500
Revenues Over (Under) Expenditures	442,523	31,897	124,127	(343,647)	(505,000)	(580,000)	434,750	429,000	1,042,500
Other Financing Sources (Uses)									
Transfers In - Blaine Contribution	414,960	596,752	596,752	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-	-	-
Sale of Fixed Assets	32,228	19,351	61,125	-	-	-	-	-	-
Total Other Financing Sources (Uses)	447,188	616,103	657,877	-	-	-	-	-	-
Net Change in Fund Balance	889,711	648,000	782,004	(343,647)	(505,000)	(580,000)	434,750	429,000	1,042,500
Fund Balance, January 1	629,817	1,519,528	1,519,528	2,301,532	1,957,885	1,452,885	872,885	1,307,635	1,736,635
Fund Balance, December 31	1,519,528	2,167,529	2,301,532	1,957,885	1,452,885	872,885	1,307,635	1,736,635	2,779,135
	1,378,966								
Cash Balance, December 31	\$ 1,517,908	\$ 2,165,908	\$ 2,296,694	\$ 1,953,047	\$ 1,448,047	\$ 868,047	\$ 1,302,797	\$ 1,731,797	\$ 2,774,297

2026-2030 Capital Improvement Plan

Capital Equipment

Finance & IT

Computers and Related Equipment – Ongoing

- \$81,200 – 2026; \$80,300 – 2027; \$118,900 – 2028; \$101,750 – 2029; \$126,450 – 2030
- 5-year scheduled replacement for staff computers, related equipment and contingency funds for unforeseen staff technology needs.
- Older computers become slower and less efficient over time, leading to lost productivity. As computers age, they require more maintenance and repairs. As software and operating systems evolve, older hardware may struggle to run newer applications efficiently or at all. A 5-year replacement cycle helps ensure hardware remains compatible with critical business software. Providing staff with up-to-date technology can improve morale and job satisfaction. Employees are likely to be more productive and happier when using reliable, efficient equipment.

Fiber Optic Cable Run to Cold Storage and Police Training Buildings – 2029

- \$155,100
- Run fiber optic cable to the City's property at 9930 Xylite St NE. This includes the Cold Storage building and the Police Training building.
- This location currently uses an old Motorola Canopy system for network connectivity that is no longer supported and needs replacing. Network connectivity at these facilities is required for fire alarm systems and door and video security. It can also be used for staff to access the police network and the Internet. Some advantages of having a city owned fiber network include:
 1. Increased bandwidth and speed: Fiber optic cables offer significantly higher bandwidth and faster data transmission speeds compared to traditional copper cables, allowing for more efficient communication and data transfer between municipal buildings.
 2. Improved reliability: Fiber optic networks are more reliable and less susceptible to interference from electromagnetic sources or weather conditions, ensuring consistent connectivity for critical municipal operations.
 3. Futureproofing: Fiber optic infrastructure is highly scalable and can accommodate future increases in bandwidth demands, making it a long-term investment for the city.
 4. Enhanced municipal services: High-speed fiber connectivity enables the implementation of advanced smart city applications, improved emergency services communication, and more efficient delivery of government services to citizens.
 5. Cost savings: While initial installation costs may be higher, fiber optic networks can lead to long-term cost savings through reduced maintenance and increased operational efficiency.
 6. Improved security: Fiber optic cables are more secure than traditional copper cables, making them ideal for transmitting sensitive government data and information.
 7. Disaster recovery and business continuity: Fiber optic networks can provide redundant connectivity options, ensuring that critical municipal services remain operational during emergencies or network outages. By connecting remote municipal buildings to the city's fiber network, local governments can improve their operational efficiency, enhance service delivery, and position themselves for future technological advancements and smart city initiatives.

Multi-Function Printers – Ongoing

- \$13,000 – 2026; \$13,000 – 2027; \$23,000 – 2028; \$33,000 – 2029; \$39,000 – 2030
- Scheduled 10-year replacement of our departmental multi-function printers/copiers.
- Newer models often offer enhanced features, improved efficiency, and better compatibility with modern office systems. As the copier's age, maintenance and repair costs tend to increase. By year 10, these costs may outweigh the benefits of keeping the old machine. Older copiers may experience more frequent

2026-2030 Capital Improvement Plan

Capital Equipment

breakdowns, reduced print quality, and slower performance, which can impact office productivity. Manufacturers typically stop producing parts for copiers about 10 years after the production date. This can make repairs difficult or impossible for machines older than 10 years.

SAN and Server Upgrade – 2030

- \$275,000
- Upgrade to the Storage Area Network (SAN) and the servers that host our file storage systems and network applications.
- By the time of replacement, this equipment will be 8 years old and nearing end-of-life, increasing the risk of hardware failure and lack of support. The upgrade will deliver major improvements in performance, enhance data security, and ensure the stability and reliability of our core computing infrastructure.

Security Camera Replacement – Ongoing

- \$15,000 – 2026; \$5,000 – 2027; \$7,500 – 2028; \$5,000 – 2029; \$7,500 – 2030
- Replace Axis IP Security Camera that is no longer supported.
- Going forward we would like to replace about 5 Axis security cameras per year to make sure they are all up to date, supported and less likely to fail.

Squad Laptops – Ongoing

- \$54,000 – 2026; \$138,000 – 2027; \$72,000 – 2028; \$78,000 – 2029; \$115,000 – 2030
- Scheduled 4-year replacement of the semi-rugged laptops used in our police squad cars.
- As technology evolves rapidly, newer laptop models offer improved performance, better processing power, and enhanced features that can help officers work more efficiently. Older laptops are more prone to hardware failures and performance issues, which could potentially impact critical police operations. Replacing them regularly helps ensure officers have reliable equipment. As laptops age, they often require more frequent repairs and maintenance. Replacing them on a regular cycle can help reduce overall maintenance expenses.

Infrastructure for Hot DR Site - 2026

- \$250,000
- Purchase additional VMware hosts and servers and a Dell PowerStore Storage Area Network (SAN) for the Public Works IT room.
- These additional hosts and servers are needed to cover our increased backup and disaster recovery infrastructure at Public Works as well as to cover anticipated VMware cost increases. This device will allow us to replicate all our virtual servers that are physically located at City Hall to Public Works. This is a disaster recovery measure that will allow us to expedite restoring IT operations at Public Works should some kind of disaster impact the infrastructure at City Hall.

2026-2030 Capital Improvement Plan

Capital Equipment

Police Administration

800 MHz Police Radio Replacement Project – Ongoing

- \$105,000 – 2026; \$108,000 – 2027; \$111,000 – 2028; \$114,000 – 2029; \$50,000 – 2030
- This is a 5-Year proposal to replace all police radios (portable and mobile) to Bureau of Criminal Apprehension (BCA) required encryption levels with a total project budget of \$488,000.
- FBI and BCA encryption standards will soon be implemented across the entire ARMER (Allied Radio Matrix for Emergency Response) system, when completed, our non-compliant radios will become unusable. This multi-year replacement schedule also addresses an end-of-life issue for all our current radios. A grant was applied for and received. The amount of the grant was \$40,000. The additional funds necessary to complete the updating and replacement of our radios will be the responsibility of the Police Department. No other funding sources have been identified at this time.

Police Chief Vehicle (Replacement) – 2026

- \$54,000
- Requesting replacement of admin squad 5283 (2018 Jeep Grand Cherokee with 94,000 miles) This is currently the Chief's unmarked squad. It has reached the end of its useful service life.
- For unmarked admin squads the recommendation of replacement at 5 years/100k miles, does not always apply. Some admin vehicles have very low mileage and are in good condition. Therefore, admin vehicles are replaced on a more irregular schedule which is determined by the type of vehicle, age, mileage, and maintenance costs.

Police Patrol

Annual Patrol Squad Replacements – Ongoing

- \$601,500 – 2027; \$620,000 – 2028; \$719,000 – 2029; \$912,000 – 2030
- These replacements are on a regular rotation schedule of approximately 8 vehicles per year.
- This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. Mileage and years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service.

Unmanned Aircraft System for Patrol – 2026

- \$25,000
- DJI Matrice M30T drone or similar Unmanned Aircraft System (UAS) for patrol use.
- Requesting an additional UAS which would be the department's second UAS. This would allow for continuous operation during searches by allowing one UAS to switch out batteries while the other continues to be operational. If one UAS is down for maintenance the other would still be in service to respond. This would also allow for both UAS to be available in case of multiple incidents or larger search areas.

Patrol E-bike Replacement/Expansion – 2027

- \$14,400
- Replacement/addition of 4 E-bikes that are used for patrol and special events. The bikes will be Giant Talon E-Bikes or similar.
- Replacement of older bicycles and bike fleet expansion due to increases in special events and older bikes reaching their useful lifespan. Estimated 2027 costs are \$3600/bike.

Patrol Vehicle Replacement (CSO Truck) – 2026

- \$63,000
- Replacement of CSO squad 5324 (a 2022 F150 - fully marked CSO vehicle w/ 114k miles) with a same or similar vehicle. Squad 5324 has exceeded its usable service life and requires replacement.

2026-2030 Capital Improvement Plan

Capital Equipment

- Request is for the replacement of squad 5324 with an F150/Silverado/or similar. Our 2022 F150 has reached 114k miles and exceeded the threshold that is recommended for replacement. Mileage and years of service dictate the need to replace vehicles at intervals not to exceed 100K miles and/or 5 years of service. The replacement will maintain the police department's CSO fleet of squad cars in a reliable fashion while decommissioning squad vehicles when they reach the end of their usable service life before maintenance and repair costs become excessive. This "replacement" vehicle will maintain our CSO fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable CSO Vehicles with low maintenance and repair costs are critical to the cost effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vendor upfitting prices.

Patrol Vehicle Replacement (CSO Truck) – 2026

- \$63,000
- Replacement of squad 5303 (a 2020 F150 - fully marked CSO Truck w/ 105k miles) with a same or similar vehicle. Squad car 5303 has exceeded its usable service life and requires replacement.
- Request is for the replacement of squad 5303 with an F150/Silverado/or similar. Our 2020 F150 has reached 105k miles and exceeded the threshold that is recommended for replacement. Mileage and years of service dictate the need to replace vehicles at intervals not to exceed 100K miles and/or 5 years of service. The replacement will maintain the police department's CSO fleet of squad cars in a reliable fashion while decommissioning squad vehicles when they reach the end of their usable service life before maintenance and repair costs become excessive. This "replacement" vehicle will maintain our CSO fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable CSO Vehicles with low maintenance and repair costs are critical to the cost effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vendor upfitting prices.

Patrol Vehicle Replacement – 2026

- \$75,000
- Replacement of squad 5258 (a 2016 fully marked police Chevy Tahoe w/ 80k miles) with a same or similar pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.
- This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. The purpose of the acquisition is to maintain the police department's fleet of squad cars in a reliable fashion while decommissioning squad cars when they reach the end of their usable life before maintenance and repair costs become excessive. Mileage and years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service. This replacement vehicle will maintain our fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable squad cars with low maintenance and repair costs are critical to the cost-effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vehicle upfitting vendors.

Patrol Vehicle Replacement – 2026

- \$75,000
- Replacement of squad 5270 (a 2017 fully marked police Chevy Tahoe w/ 77k miles) with a same or similar pursuit rated vehicle. This patrol vehicle has reached the end of its usable service life.
- This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. The purpose of the acquisition is to maintain the police department's fleet of squad cars in a reliable fashion while decommissioning squad cars when they reach the end of their usable life before maintenance and repair costs become excessive. Mileage and

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years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service. This replacement vehicle will maintain our fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable squad cars with low maintenance and repair costs are critical to the cost-effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vehicle upfitting vendors.

Patrol Vehicle Replacement – 2026

- \$80,000
- Replacement of squad 5295 (a 2019 fully marked police Chevy Tahoe (specialty K9) w/ 70k miles) with a same or similar pursuit rated Specialty K9 vehicle. It is anticipated that squad car 5295 will reach its end of its usable service life at 100k miles and/or 5 years at the time of replacement.
- This request helps to maintain service levels by ensuring vehicles are replaced on a regular schedule, which helps mitigate excessive maintenance costs. The purpose of the acquisition is to maintain the police department's fleet of squad cars in a reliable fashion while decommissioning squad cars when they reach the end of their usable life before maintenance and repair costs become excessive. Mileage and years of service dictate the need to replace squad cars at intervals not to exceed 100k miles and/or 5 years of service. This replacement vehicle will maintain our fleet at current levels. The request links to the strategic plan initiative of Focusing on the Delivery of Exceptional Public Services - Reliable squad cars with low maintenance and repair costs are critical to the cost-effective operations of the police department. Cost estimate is based on state contract pricing through MN dealerships and vehicle upfitting vendors.

Police Response UTV New – 2026/2029

- \$45,000 – 2026; \$45,000 – 2029
- An additional UTV equipped with emergency lighting, siren, and computer docking station to respond to calls for service and conduct pro-active patrol.
- The Police Department already utilizes a UTV for NSC soccer tournaments, beach patrol, walking path patrol, and the 3M golf tournament. With most of these events occurring at the same time, the Police Department often has to borrow Anoka County Sheriffs' UTV or the Anoka County Emergency Management's UTV. With the number of events occurring currently and expected future events with the development of 105th Ave, the Police Department is seeking an additional UTV.

Police Special Operations

Detective Vehicle Replacement – 2026/2028/2030

- \$51,000 – 2026; \$51,000 – 2028; \$55,000 – 2030
- Replacement of detective squad 5241 (a 2015 GMC Terrain with 38,000 miles) in 2026. The current fleet of detective vehicles is comprised of a wide variety of makes and models, ranging in age from 1 to over 10 years old.
- For detective vehicles, the recommendation of replacement at 5 years/100k miles, does not always apply. Some of the vehicles have very low mileage and are in good condition with all the police equipment installed after 8-10 years. Therefore, detective vehicles are replaced on a more irregular schedule which is determined by the type of vehicle, age, mileage, and maintenance costs.

Detective Vehicle Replacement – 2026

- \$51,000
- Replacement of detective squad 5254 (a 2016 Ford Taurus with 45,000 miles). This vehicle will be used in the Investigations division for plain clothes Detectives or Sergeants and will be an unmarked Police

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vehicle. The current fleet of detective vehicles is comprised of a wide variety of makes and models, ranging in age from 1 to over 10 years old

- For detective vehicles, the recommendation of replacement at 5 years/100k miles, does not always apply. Some of the vehicles have very low mileage and are in good condition with all the police equipment installed after 8-10 years. Therefore, detective vehicles are replaced on a more irregular schedule which is determined by the type of vehicle, age, mileage, and maintenance costs. This vehicle has reached the end of its' service life.

Community Standards

Community Standards Squad Replacement – 2027/2028/2030

- \$75,000 – 2027; \$75,000 – 2028; \$75,000 – 2030
- Replace a Community Standards squad reaching the end of its life cycle.
- Heavy Duty AWD Utility type vehicles are required because all inspectors are fire responders, must be able to drive on to unimproved job sites for inspections and be large enough to carry inspection equipment, firefighter turnout gear & water rescue equipment. Vehicles will be equipped with emergency lights and sirens for fire response. The typical replacement schedule for a squad is every 10 years. The existing squads were all purchased around the same time and will need to be replaced in rapid succession.

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Street Maintenance

Heavy Duty Tandem Axle Hook Truck with Plow Package – 2026

- \$451,500
- Heavy duty tandem axle hook truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing 2007 heavy duty dump truck, with 87,000 miles, unit #1241. Parts are no longer available for these trucks.

Heavy Duty Single Axle Truck with Plow Package – 2026

- \$405,000
- Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing a 2000 heavy duty dump truck with 56,000 miles, unit #1201.

Heavy Duty Single Axle Truck with Plow Package – 2027

- \$397,472
- Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing a 2002 heavy duty dump truck, with 56,000 miles, unit #1203.

Heavy Duty Single Axle Truck with Plow Package – 2027

- \$397,472
- Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing a 2002 heavy duty dump truck, with 54,000 miles, unit #1211.

Heavy Duty Single Axle Truck with Plow Package – 2028

- \$411,535
- Heavy duty single axle hook truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing a 2006 heavy duty hook truck, with 80,000 miles, unit #1235.

Heavy Duty Single Axle Truck with Plow Package – 2028

- \$411,534
- Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing a 2014 heavy duty hook truck, with 42,000 miles, unit #1269.

Heavy Duty Single Axle Truck with Plow Package – 2029

- \$410,000
- Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing a 2016 heavy duty dump truck, with 20,000 miles, unit #1278.

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Heavy Duty Single Axle Truck with Plow Package – 2029

- \$410,000
- Heavy duty single axle dump truck outfitted with all the required snow equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.
- Replacing a 2015 heavy duty dump truck, with 22,000 miles, unit #1272.

Heavy Duty Front End Wheel Loader – 2029

- \$300,000
- Heavy duty end wheel loader used for clearing snow (specific snow route including City parking lots), loading materials, and storm damage clean up.
- Replacing 2017 Loader with 2,000 hours, unit #1282.

Heavy Duty Road Grader – 2029

- \$454,619
- Heavy equipment used to maintain travel roads.
- Replacing a 1991 Cat road grader with approximately 2,500 hours, unit #1119. Public Works have explored renting a similar machine or contracting the service out, but the options were not available.

Heavy Duty Front End Wheel Loader – 2030

- \$450,000
- Heavy duty wheel end loader used for clearing snow (specific snow route including City parking lots), loading materials, and storm damage clean up.
- Replacing 2019 Loader with 2,000 hours, unit #1294.

Heavy Duty Tandem Axle Dump Truck with Plow Package – 2030

- \$490,000
- Heavy duty tandem axle dump truck outfitted with all the required snow equipment.
- New Equipment. Includes front plow, wing plow, underbody plow, salt spreader, and brine system. Smart system included to be compliant with MPCA salting/stormwater requirements.

Heavy Duty Tractor – 2030

- \$240,000
- Replacement tractor to be used for summer mowing and winter snow plowing operations.
- Frequently used equipment, aging rapidly.

Light Duty Zero Turn Mower – 2026

- \$25,000
- Zero turn lawn mower. Used for mowing sidewalks and trails, used in the streets department.
- Replacing a 2005 mower with 4,157 hours, unit #4463.

Light Duty Sidewalk Machine with V Plow and Blower – 2026

- \$240,000
- Articulating all-wheel drive multipurpose plow. Snow removal equipment used for sidewalks and trails. Replacing a 2002 sidewalk machine (Trackless) with an estimated 3,500 hours, unit #1208.
- This new machine will replace a 22-year-old Trackless that is no longer reliable to be used on a sidewalk route. It has broken down with mechanical issues several times over the last 2 winters. The current machine does not have the ride control feature and other modern controls to aid in operator fatigue that comes from long hours of continuous operation. Operator injuries have occurred from using this machine. New machines have much more advanced ride control systems including air ride seats and other safety features such as backup cameras. Also, the newer sidewalk machines can be used in other seasons for grinding sidewalks and mowing. Other uses are being explored for year-round use of these machines. The old sidewalk machines were only used for plowing snow. Public demand has made

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sidewalk plowing a higher priority than ever before which results in longer periods of time spent in sidewalk machines.

Light Duty Asphalt Roller with Trailer – 2026

- \$100,000
- Asphalt roller with transport trailer. Used on streets and trails to repair all asphalt and class five in the City for all necessary repairs.
- Replacing a 2001 asphalt roller with 560 hours, unit #1102.

Light Duty Sidewalk Machine with V Plow and Blower – 2027

- \$230,000
- Articulating all-wheel drive multipurpose plow. Snow removal equipment used for sidewalks and trails.
- Replacing a 2013 sidewalk machine (Holder) with an estimated 1,300 hours, unit #1266. Standardizing snow equipment, parts are hard to get for the Holder, resulting in excessive down time hours.

Light Duty Sidewalk Machine with V Plow and Blower – 2028

- \$240,000
- Articulating all-wheel drive multipurpose plow. Snow removal equipment used for sidewalks and trails.
- Replacing a 2019 sidewalk machine (Trackless) with an estimated 720 hours, unit #1302.

Light Duty Multipurpose Utility Vehicle with V-Plow and Blower – 2028

- \$90,000
- Light duty utility vehicle used to plow snow on trails, dirt work, mow, sweeping, etc.
- This is not replacing a current machine; this would allow an increase in service levels.

Light Duty Sidewalk Machine with V Plow and Blower – 2029

- \$250,000
- Articulating all-wheel drive multipurpose plow. Snow removal equipment used for sidewalks and trails.
- Replacing a 2022 sidewalk machine (Trackless) with an estimated 220 hours, unit #1314.

Light Duty Multipurpose Utility Vehicle with V-Plow and Blower – 2030

- \$135,000
- Light duty utility vehicle used to plow snow on trails, dirt work, mow, sweeping, etc.
- Replacing an aging Bobcat Tool Cat unit.

Medium Duty Bucket Truck with Specialized Equipment – 2027

- \$225,000
- This bucket truck is a specialized piece of equipment used nearly on a daily basis, year-round, for tree trimming and tree removal, or anywhere that an extended reach is needed. It is relied upon to be used during emergency situations including storm damage, street clearing, and EAB and hazardous tree removals. It will replace unit #1236. Unit 1236 is a 2006 with 40,000 miles and very high engine running hours.
- This unit will replace an 18-year-old F-550 bucket truck. The repair costs on the current unit have risen significantly over the past 2 to 3 years. Additionally, during the last required annual bucket inspection by American Test Center, the truck and bucket failed due to structural cracks on the tower and boom. These repairs cannot be done in-house so the unit will need to be sent out for repairs at a significant cost. This unit is habitually in the shop due to needed repairs on one of the multiple different system components that this vehicle has. In 3 years, over \$45,000 has been spent, not including routine maintenance, on keeping this unit operational. In 2024, public works needed to rent a bucket truck for 2 months at a total cost of \$8,000 because the old bucket truck was being repaired.

Medium Duty Dump Truck with Plow Package – 2027

- \$130,000

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- Medium sized dump truck with plow package used to move snow and haul miscellaneous material.
- Replacing a 2000 Ford F-450 with 83,000 miles, unit #1202.

Medium Duty Woodchipper – 2027

- \$175,000
- Large woodchipper that is pulled behind a medium duty truck. This is used for storm clean up and tree trimming throughout the City.
- The current machine is a 2006 with approximately 1,500 hours on it, unit #1238.

Medium Duty Air Compressor – 2027

- \$75,000
- Air compressor. It is pulled behind a medium duty truck for blowing debris during the crack sealing process and irrigation blowouts.
- Replacing a 1996 Leroi air compressor with 2,000 hours, unit #1135.

Medium Duty Tracked Skid Loader – 2028

- \$120,000
- Tracked skid loader used for stump grinding, yard restoration, snow plowing, mowing, loading material, grinding, milling, etc.
- Replace a 2019 A770 All Wheel Steer Skid Loader with 910 hours, unit #1253. This is part of a trade in program that public works utilizes to receive the best trade in value for the machine. The skid loaders are typically traded in at year three or four.

Medium Duty Dump Truck with Plow Package – 2028

- \$140,000
- Medium sized dump truck with plow package used to move snow and haul miscellaneous material.
- Replacing a 2002 Ford F-450 with 84,000 miles, unit #1204.

Parks Maintenance

Heavy Duty Single Axle Water Tanker – 2026

- \$385,000
- Water tanker is used for irrigation, flooding hockey rinks, watering roads, and flushing sewers.
- Replacing 2003 Sterling water tanker with 43,000 miles, unit #2321.

Heavy Duty Commercial Mower – 2027

- \$180,000
- Commercial mower used for mowing large parks and open spaces.
- Replacing a 2009 unit with 6,000 hours, unit #2348.

Heavy Duty Commercial Mower – 2029

- \$180,000
- Commercial mower used for mowing large parks and open spaces.
- Replacing a 2016 unit with 3,400 hours, unit #2390.

Heavy Duty Woodchipper – 2030

- \$120,000
- Woodchipper is used for grinding brush and wood. Clean up from storm damage.
- Replacing a 2014 Brush Bandit with 3,000 hours, unit #2377. This is a piece we can't go without or have go down for long periods of time.

Light Duty Multipurpose Utility Vehicle with V-Plow and Blower – 2026

- \$105,000
- Light duty utility vehicle used to plow snow on trails, dirt work, mow, sweeping, etc.

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- Replacing the 2018 Multipurpose Utility Vehicle with 2,500 hours, unit #2398.

Light Duty Lawn and Leaf Vacuum – 2026

- \$55,000
- Lawn vacuum that aids in the maintenance of turf and fall leaf clean up with tractor attachment.
- Replacing a 1990 Goossen Vac and Load, unit #2296. This tool lifts grass and leaves from the lawn surface that would otherwise kill the grass if left on it.

Light Duty Zero Turn Mower – 2026

- \$35,000
- Zero Turn Mower used for mowing parks throughout the City.
- General replacement of aging mowers. This will replace a 2013 mower with 2,000 hours, unit #2372.

Light Duty Pickup with Specialized Equipment – 2026

- \$75,000
- This will replace the parks supervisor's truck. The current supervisor's truck which is a Ford F250 will be passed down within the department and will be used for winter snow plowing operations.
- Replacement of aging equipment.

Light Duty Zero Turn Mower – 2027

- \$50,000
- Zero Turn Mower used for mowing parks throughout the City.
- General replacement of aging mowers. This will replace a 2013 mower with 2,300 hours, unit #2373.

Light Duty Ball Field Groomer – 2027

- \$60,000
- Ball field groomer.
- Replacing a SmithCo 2010 unit with 2,060 hours, unit #2356.

Light Duty Tow Behind Mower – 2027

- \$35,000
- Mower is used for mowing parks and open spaces throughout the City.
- General replacement of aging mowers. This will replace a 2008 mower, unit #2405.

Light Duty Multipurpose Utility Vehicle – 2027

- \$20,000
- Light duty multipurpose utility vehicle used for transporting supplies to ball fields for maintenance.
- Replacing a 2015 unit with 810 hours, unit #2385.

Light Duty Zero Turn Mower – 2028

- \$40,000
- Zero Turn Mower used for mowing parks throughout the City.
- General replacement of aging mowers. This will replace a 2016 mower with 2,300 hours, unit #2388.

Light Duty Line Striper for Athletic Fields – 2028

- \$18,000
- Line striper for athletic fields.
- Replacing a 2009 unit with 1,100 miles, unit #2362.

Light Duty Lawn and Leaf Vacuum – 2028

- \$40,000
- Lawn vacuum that aids in the maintenance of turf and fall leaf clean up. Includes tractor attachment.
- Replacing a 2000 Goossen Versa Vac, unit #2307. This tool lifts grass and leaves from the lawn surface that would otherwise kill the grass if left on it. The current unit is out of service and not feasible to repair. This invaluable piece of equipment saves staff time and improves the health of the turf at parks and ballfields.

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Light Duty Zero Turn Mower – 2028

- \$40,000
- Zero Turn Mower used for mowing parks throughout the City.
- General replacement of aging mowers. This will replace a 2014 mower with 1,200 hours, unit #2384.

Light Duty Pickup Truck – 2028

- \$75,000
- Truck is used for transportation to and from parks. Hauling miscellaneous items. Seasonal vehicle.
- Replacing a 2005 truck with 107,000 miles, unit #2329.

Light Duty Multipurpose Utility Vehicle with V-Plow and Blower – 2028

- \$80,000
- Utility vehicle used to plow snow on trails, dirt work, mowing, sweeping, etc.
- Replacing the 2021 Multipurpose Utility Vehicle with 1,300 hours, unit #1309.

Light Duty Pickup Truck – 2028

- \$75,000
- Seasonal vehicle used for transportation to and from parks and hauling miscellaneous items.
- Replacing a 2006 truck with 93,000 miles, unit #1239.

Light Duty Zero Turn Mower – 2029

- \$40,000
- Zero turn mower used for mowing parks throughout the City.
- General replacement of aging mowers. This will replace a 2017 mower with 1,100 hours, unit #2392.

Light Duty Zero Turn Mower – 2029

- \$40,000
- Zero turn mower used for mowing parks throughout the City.
- General replacement of aging mowers. This will replace a 2016 mower with 1,700 hours, unit #2389.

Light Duty Lawn and Leaf Vacuum – 2029

- \$50,000
- Lawn vacuum that aids in the maintenance of turf and fall leaf clean up with tractor attachment. This tool lifts grass and leaves from the lawn surface that would otherwise kill the grass if left on it.
- New equipment needed to maintain service levels.

Light Duty Pick Up Truck – 2029

- \$75,000
- Seasonal vehicle used for transportation to and from parks and hauling miscellaneous items.
- Replacing a 2007 with 60,000 miles, unit #2343.

Light Duty Zero Turn Lawn Mower – 2030

- \$50,000
- Zero turn lawn mower used to mow parks and other city owned facilities.
- Replacement of aging equipment.

Light Duty Line Striper for Athletic Fields – 2030

- \$20,000
- Line striper for athletic fields.
- Replacing a 2009 unit with 1,040 hours, unit #2363.

Light Duty Pickup with Plow Package and Specialized Equipment - 2030

- \$130,000
- This truck will be used for parks maintenance and winter snow plowing operations.
- Replacement of aging equipment.

Medium Duty Dump Truck with Plow Package – 2027

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- \$130,000
- Medium sized dump truck with plow package used to move snow and haul miscellaneous material.
- Replacing a 2002 Ford F-450 with 95,000 miles, unit #1205.

Medium Duty Tractor – 2027

- \$90,000
- Medium duty tractor used for mowing and ice rink maintenance.
- Replacing a 2012 unit with 3,000 hours, unit #2371.

Medium Duty Tractor – 2028

- \$100,000
- Medium duty tractor used for mowing and ice rink maintenance.
- Replacing a 2002 unit with 2,400 hours, unit #2320.

Medium Duty Tracked Skid Loader – 2030

- \$130,000
- Tracked skid loader used for stump grinding, yard restoration, snow plowing, mowing, loading material, grinding, milling, etc.
- Replacing a 2020 unit with 540 hours, unit #2305. This is part of a trade in program that Public Works utilizes to receive the best trade in value for the machine. The skid loaders are typically traded in at year three or four.

Vehicle and Equipment Maintenance

Automotive Scanner – 2029

- \$13,500
- Automotive scanner used to communicate with squad vehicles and Public Works small equipment computer systems. It assists the shop with analyzing running issues.
- The current scanner will be phased out eventually. As software is developed the scanner requirements change.

Band Saw – 2029

- \$35,000
- Band saw used for all fabrication cutting of steel. The new one will have additional safety features to help protect the operator. Auto locking jaw, auto feed, and auto oiler are additional safety features.
- This band saw will replace an older model that doesn't have added safety features.

Drill Press – 2027

- \$16,000
- Drill press with new safety features, such as auto feed and auto oiler, which allows the operator to keep their hands away from the cutting bit.
- The drill press in the shop is from the 1970's. A new drill press would have several new safety features that the old one does not have.

Heavy Truck Scanner – 2027

- \$13,500
- Heavy truck scanner used to communicate with heavy equipment computer systems. It assists the shop with analyzing running issues.
- The current scanner model will no longer be supported due to technology advances. The operating system cannot support the upgrades in software.

High Voltage Outlets in Maintenance Shop – 2027

- \$25,000

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- Addition of high voltage outlets in maintenance shop. Currently high voltage outlets are available in the fabrication shop only.
- When the shop was originally built, they neglected to install 220-volt outlets to run electrical equipment such as welders, drills, and saws. Currently, the only way to use such equipment is to go into the fabrication shop which is not always practical due to limited space.

In-Floor Hoist – 2026

- \$35,000
- In-floor hoist used for lifting equipment that requires repair and/or maintenance.
- The old hoist is rated at 12,000 lb. lifting capacity. Due to the use and age of the hoist, it cannot lift that weight anymore which can cause safety issues. The average life of a hoist is 10 years. This hoist will be 18 years old in 2026, far exceeding the average life of this type of equipment.

In-Floor Hoist – 2028

- \$35,000
- In-floor hoist used for lifting equipment that requires repair and/or maintenance.
- The old hoist is rated at 12,000 lb. lifting capacity. Due to the use and age of the hoist, it cannot lift that weight anymore and can cause safety issues. The average life of a hoist is 10 years. This hoist will be 20 years old in 2028, far exceeding the average life of this type of equipment.

Light Duty Pickup with Specialized Equipment – 2030

- \$140,000
- This truck is used to transport mechanics to job sites, pick up parts, etc. This will be replacing a old squad car that was repurposed.
- Replacement of aging equipment.

Light Duty Utility Vehicle – 2026

- \$70,000
- Light duty utility vehicle for new position.
- Fleet Manager.

Medium Duty Service Truck with Crane – 2028

- \$245,000
- Service truck with crane used for any service call within the City. When equipment breaks down, this truck responds and is equipped with all the necessary tools to address roadside issues.
- Replacing a 2018 with 15,000 miles, unit #1292. The current service truck which is not equipped in a manner that suits our needs will be passed down to streets.

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Building Inspections

Building Inspector Vehicle – 2026

- \$50,000
- Purchase of one Ford Explorer for Building Inspections.
- This purchase is to replace aging vehicles as recommended by Public Works. We intend to use the new Ford Explorers for inspectors and shift the oldest Explorers for intern use or as directed by Public Works.

Building Inspector Vehicle – 2027

- \$51,500
- Purchase of one Ford Explorer for Building Inspections.
- This purchase is to replace aging vehicles as recommended by Public Works. We intend to use the new Ford Explorers for inspectors and shift the oldest Explorers for intern use or as directed by Public Works.

Building Inspector Vehicle – 2028

- \$106,090
- Purchase of two Ford Explorer's for Building Inspections.
- This purchase is to replace aging vehicles as recommended by Public Works. We intend to use the new Ford Explorers for inspectors and shift the oldest Explorers for intern use or as directed by Public Works.

Building Inspector Vehicle – 2029

- \$54,636
- Purchase of one Ford Explorer for Building Inspections.
- This purchase is to replace aging vehicles as recommended by Public Works. We intend to use the new Ford Explorers for inspectors and shift the oldest Explorers for intern use or as directed by Public Works.

Building Inspector Vehicle – 2030

- \$56,275
- Purchase of one Ford Explorer for Building Inspections.
- This purchase is to replace aging vehicles as recommended by Public Works. We intend to use the new Ford Explorers for inspectors and shift the oldest Explorers for intern use or as directed by Public Works.



City of Blaine Staff Report

File Number: 2025-162

Agenda Date	Status
July 14, 2025	
In Control	File Type
City Council	Workshop Item

New Business - Jason Zimmerman, Finance Director

Agenda Item # 3.5

2026-2030 Transportation Capital Improvement Plan

Background

The City of Blaine has a commitment to its residents and the traveling public to maintain the over 270 miles of City streets in a condition that provides for functional, safe and efficient travel in a cost-efficient manner.

Proactive pavement management is crucial for extending roadway service life and minimizing costs. As pavement deteriorates, the required maintenance treatments become more extensive and expensive. While routine activities like crack sealing and pothole patching are common and visible, periodic, more intensive pavement maintenance is also necessary to maximize a street's lifespan. Without consistent maintenance, a street may require full reconstruction in under 25 years. Numerous factors, including underlying soil conditions, initial street construction, traffic loads, and stormwater drainage, significantly influence the deterioration rate of any given pavement section.

By applying the right treatment to the right pavement at the right time, and using the correct materials, cities can prevent roads from degrading to a point where more costly interventions are necessary. This means implementing periodic pavement improvements, such as seal coats and bituminous overlays, when roads are at a critical point in their deterioration curve. Such proactive measures are not only more effective in preserving infrastructure, but they are also significantly less expensive for taxpayers as opposed to neglecting maintenance and being forced into expensive full reconstructions. Ultimately, prioritizing preventative treatments over reactive, corrective measures is the most fiscally responsible and effective approach to maintaining a city's roadways.

The city's most recent pavement condition index, which was completed in 2022, showed the overall roadway score was 79, which is considered very good and an improvement from the 2019 report, which provided a score of 74 - demonstrating the positive impact of the city's commitment to pavement projects and funding provided to increase project size between measurement dates. As a side note, staff have requested \$125,000 within the 2026 budget to provide for an updated PCI assessment, which

is recommended every 3 to 5 years.

The Pavement Condition Index (PCI) was developed by the United States Army Corps of Engineers during World War II to assess a pavement's condition and assign a numerical value that represents overall condition. The PCI is a composite numerical rating between 0 and 100 that describes the pavement condition based on the type, extent and severity of distress. A PCI of 100 represents a pavement in excellent condition, and a PCI below 10 represents a pavement that has failed or reached the end of its service life. The following table provides a breakdown of conditions:

PCI Score	Pavement Condition
0-10	Failed
11-25	Very Poor
26-40	Poor
41-55	Fair
56-70	Good
71-85	Very Good
86-100	Excellent

The city maintains three separate funds to account for investments in its transportation infrastructure, focused on roadway reconstruction, rehabilitation, and repair in addition to other related infrastructure, including traffic management devices, street lighting, and drainage improvements. The MSA fund, PMP Fund, and Crack Sealing Fund were established to account for Municipal State Aid, Pavement Management Program, and crack sealing projects respectively.

On October 7, 2010 the City Council adopted a [Pavement Management Policy](#) to serve as the framework for implementing a comprehensive [Pavement Management Program \(PMP\)](#) focused on non-Municipal State Aid roads. Early in the program, annual spending on city-initiated projects ranged from approximately \$2-\$4 million. In the fall of 2018, as pavement scores of existing streets deteriorated (excluding roadways conveyed through development), staff presented the Council with a proposal to increase the size and cost of the program. Since 2018, the total annual spending has generally ranged between \$8-\$14 million, including MSA, special assessments, and levy support debt.

The program is reevaluated annually and projects are programmed based on staff expertise, data including current pavement conditions, and Council guidance. Projects in future years (2027-2030) may be delayed, accelerated, or moved forward in priority based on regular budget and program discussions and other factors, including economic pressures.

Revenues

Revenue for the Transportation CIP comes from four major funding sources: general obligation (GO) bonds, special assessment (SA) bonds, municipal state aid construction funds (MSA), and the property tax levy.

General obligation bonds serve as the primary funding source for the city's annual [Pavement Management Program \(PMP\)](#) and are repaid via collection of the property tax levy. This funding source is generally determined to be the total project costs, less proposed assessments and MSA. The City traditionally issues GO bonds annually to coincide with approved PMP projects as no dedicated funding source has been established to finance this program. These GO bonds typically have interest due twice per year (February and August) and principal due once annually (February) and have an amortization period to match the assessment period outlined in city policy.

Special Assessment bonds are generally structured similarly to the aforementioned GO bonds, except for the charge is imposed on properties for particular improvements that benefit the owners of those selected properties. The authority to use special assessments originates in the state constitution, which allows the state legislature to give cities and other governmental units the authority *"to levy and collect assessments for local improvements upon property benefited thereby."* The legislature confers that authority to cities in [Minnesota Statutes Chapter 429](#). All assessments are subject to the city's [Public Improvement Special Assessment Policy](#), which prescribes that street improvement projects shall be assessed over a fifteen-year period, except for bituminous overlays and replacements which shall be assessed over a five-year period.

As a city with a population of greater than 5,000 residents, Blaine is allowed to designate up to 20% of its own local street system to the MSA street system per guidelines and eligibility requirements established by state aid standards. By designating local streets to the MSA system, the City is able to collect funding from MnDOT for maintenance and construction on designated roadways. These streets generally act as collectors or are minor arterial streets carrying higher volumes of traffic. The city receives state gasoline revenues to be used to upgrade and maintain these streets to Municipal State Aid standards. According to [Minnesota State Statutes 162.11](#), nine percent of the net highway user tax distribution fund shall be paid into the municipal state-aid street fund.

Blaine has also leveraged a property tax levy to provide for crack filling (previously seal coating) activities within the city. While the levy for this activity was at \$100,000 from 2020-2024, it increased to \$200,000 for 2025 and is requested at \$250,000 for the 2026 budget. Although technically more of a maintenance task, the city has traditionally included this function under the Capital Improvement umbrella. The increase in proposed funding will enable staff to cycle through the entire city once every seven years, which will further address maintenance concerns. Additionally, as previously mentioned, staff is requesting an appropriation of \$125,000 in 2026 to conduct an updated PCI analysis.

2026-2030 Capital Improvement Plan (CIP)

The 2026-2030 Transportation CIP includes approximately \$41.4 million in capital improvements, including preservation activities, safety improvements, and major roadway reconstruction. Staff is recommending nine projects for funding in 2026 with total appropriations of approximately \$7.8 million; three of these projects are multi-year projects with recommendations for future appropriations. These figures do not include utility infrastructure improvements that are coordinated in conjunction with the PMP projects, as this will be included in the utilities CIP discussion.

Fund	Select Proposed 2026 Activities	Amount
503 - PMP	Southwest Area Street Rehabilitations	\$1,025,000

503 - PMP	Quincy Street Area Street Reconstructions	\$2,606,000
503 - PMP	Meadowbrook Area Street Reconstructions	\$1,892,000
503 - PMP	Laddie Lake Area Street Reconstructions	\$785,000
406 - MSA	CSAH 17/CSAH 32 Traffic Signal (Lexington Ave & 85th Ave)	\$550,000
503 - PMP	PCI Study	\$125,000
531 - CSP	2025 Crack Sealing Program	\$250,000

With the development and expansion of the City's Pavement Management Program over the last five years, the primary funding source has been the issuance of GO bonds, which are repaid through the annual property tax levy. For the 2026-2030 CIP as currently presented, levy-supported bonds are anticipated to range from approximately \$5.8 million to \$6.8 million annually. For comparison, approximately \$9.2 million of levy-supported bonds were issued for 2024 transportation projects.

A copy of the presentation will be attached before noon on the day of the meeting.

Attachments:

- *Fund Summaries – includes the 2025 budget and the proposed 2026-2030 CIP; with detailed revenue sources, and project expenses/budgets*
- *Detailed Project Listing – summary of each project for the proposed CIP, with descriptions of work to be completed and staff recommendations*
- *2026 Project Map - location of the proposed CIP projects*
- *Five-Year Project Map - location of the proposed CIP projects*

Staff Recommendation

Questions for Council

Does the Council support the plan as proposed?

- While the CIP lays out a long-term plan, expenditures specifically planned for the next fiscal year become the approved capital budget. Projects identified in future fiscal periods are for planning purposes only and are not an authorization to incur contractual commitments.
- If Council would like any changes to the plan, this is the best opportunity to communicate those recommendations and determine if there is a consensus.

Direction is needed as Engineering would like to initiate 2026 projects in August 2025.

Attachment List

1. 2026 Transportation CIP Presentation

2. Transportation Fund Summaries
3. Transportation Detailed Project Listing
4. 2026 Project Map
5. Five-Year Project Map
6. Pavement Management Policy
7. Special Assessment Policy



2026-2030 Capital Improvement Plan Transportation

07/14/2025



Statistics

Current Assets Maintained

- ▶ 270 miles of roadway
- ▶ Reconstruct approx. 4-6miles/year
- ▶ Residential Reconstruction costs ~\$2M/mile
- ▶ Crack sealing 1/7 of city streets each year

Work Completed Since 2010

- ▶ 93 miles of Roadway Rehabilitation
- ▶ 80 miles of Seal Coating
- ▶ 50 miles of Crack Sealing



Pavement Management

- ▶ Proactive pavement management is crucial for extending roadway service life and minimizing costs
- ▶ As pavement deteriorates, the required maintenance treatments become more extensive and expensive
- ▶ While routine activities like crack sealing and pothole patching are common and visible, periodic, more intensive pavement maintenance is also necessary to maximize a street's lifespan
- ▶ Without consistent maintenance, a street may require full reconstruction in under 25 years



Proactive Improvements

- ▶ Applying the right treatment to the right pavement at the right time, and using the correct materials, can extend pavements lifespan
- ▶ Implementing periodic pavement improvements
 - ▶ Bituminous overlays
 - ▶ Less expensive for taxpayers as opposed to neglecting maintenance and being forced into expensive full reconstructions
- ▶ Prioritizing preventative treatments over reactive, corrective measures is the most fiscally responsible and effective approach to maintaining a city's roadways



History of Pavement Program

- ▶ In October 2010, the City Council adopted a Pavement Management Policy to serve as the framework for implementing a comprehensive Pavement Management Program (PMP)
- ▶ Early in the program, annual spending on city-initiated projects ranged from approximately \$2-\$4 million
- ▶ In the fall of 2018, as pavement scores of existing streets deteriorated, staff presented the Council with a proposal to increase the size and investment
- ▶ Since 2018, the total annual spending has generally ranged between \$8-\$14 million, including MSA, special assessments, and levy support debt



Pavement Condition Index

- ▶ The Pavement Condition Index (PCI) was developed by the United States Army Corps of Engineers during World War II to assess a pavement's condition and assign a numerical value that represents overall condition
- ▶ The PCI is a composite numerical rating between 0 and 100 that describes the pavement condition based on the type, extent and severity of distress
- ▶ A PCI of 100 represents a pavement in excellent condition, and a PCI below 10 represents a pavement that has failed or reached the end of its service life



PCI Rating

2022 PCI Score = 79

2019 PCI Score = 74



**The increased score
demonstrates the positive
impact of the city's
commitment to pavement
projects**

PCI Score	Pavement Condition
0-10	Failed
11-39	Very Poor
26-40	Poor
41-55	Fair
56-70	Good
<i>71-85</i>	<i>Very Good</i>
86-100	Excellent



Transportation CIP Structure

There are three categories and funds under which transportation projects can be classified

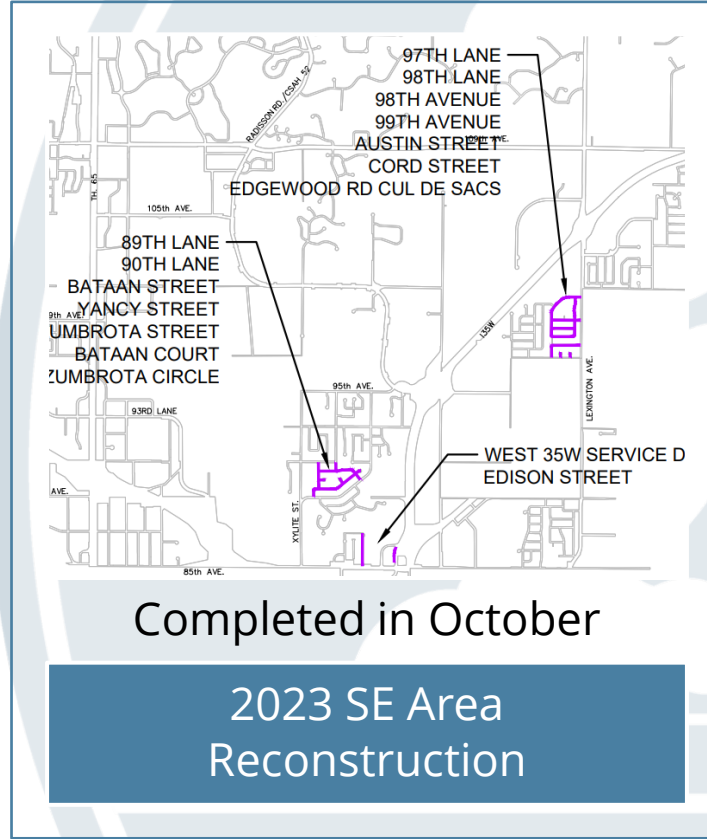
- ▶ Municipal State Aid Fund – projects lead by other agencies that are eligible to be funded by MSA construction funds
- ▶ Pavement Management Fund – primary fund used to account for city-initiated reconstruction and maintenance roadway activities
- ▶ Crack Sealing Fund – used to account for the annual sealcoating program

90TH AVENUE
90TH LANE
91ST AVENUE
TAYLOR STREET
FILLMORE STREET
PIERCE STREET
3RD STREET
6TH STREET
90TH AVENUE
90TH LANE
92ND AVENUE
92ND LANE
3RD STREET

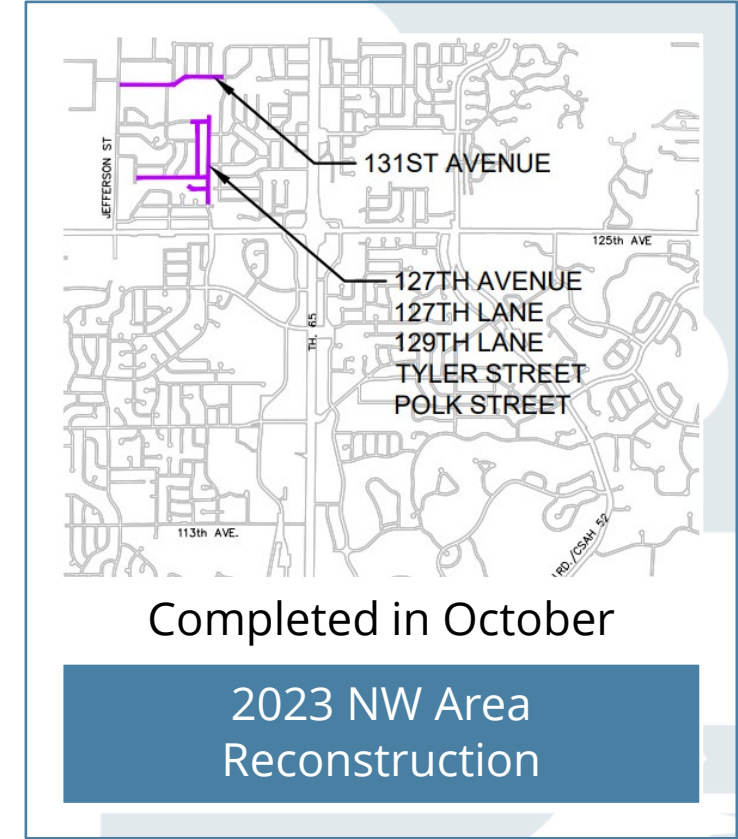
Completed in September

2023 SW Area
Reconstruction

2023 SW Area Reconstruction



2023 SE Area Reconstruction



2023 NW Area Reconstruction

Complete

2024 NW Area
Reconstruction

2024 NW Area Reconstruction

Complete

2024 Pleasure Creek Area Reconstruction

2024 Pleasure Creek Area Reconstruction

85TH AVENUE
87TH AVENUE
89TH AVENUE
LINCOLN STREET
CENTRAL AVENUE SERVICE ROAD

120TH AVE
110TH AVE
100TH AVE
90TH AVE
80TH AVE
70TH AVE
60TH AVE
50TH AVE
40TH AVE
30TH AVE
20TH AVE
10TH AVE
5TH AVE
1ST AVE
1ST ST

2024 SW Area Reconstruction

5-YEAR HISTORICAL C.I.P. 2021-2025

CITY OF BLAINE PAVEMENT MANAGEMENT PROGRAM

LEGEND

- 2021 PROJECTS
- 2022 PROJECTS
- 2023 PROJECTS
- 2024 PROJECTS
- 2025 PROJECTS

PRINT DATE: 7/2/2025



ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172



2026 Project Spotlights



South Lake Blvd

\$1,025,000

Mill & Overlay with Underseal



Quincy Street Area

\$2,606,000

Full Reconstruction



Meadowbrook Area

\$1,892,000

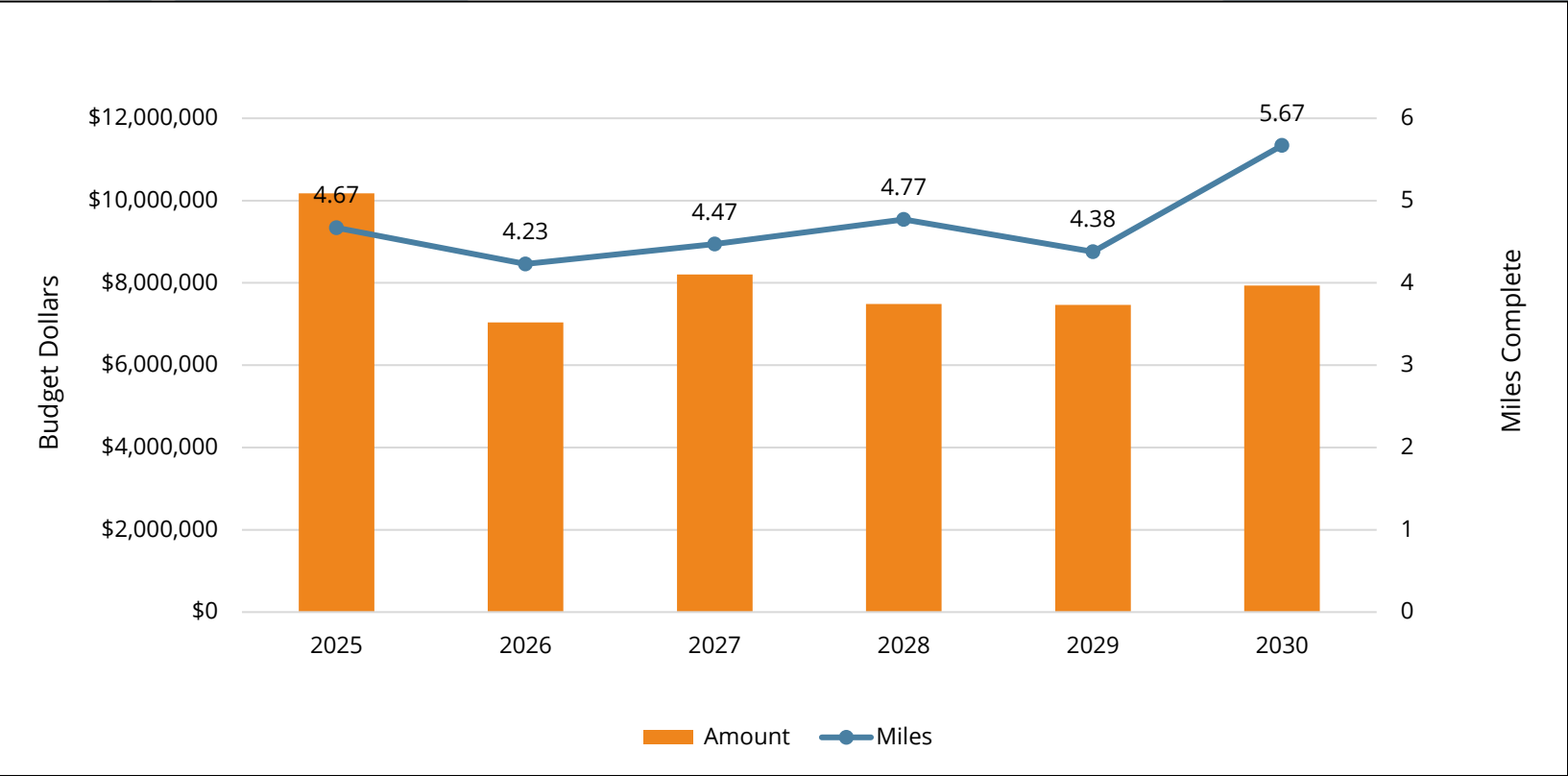
Full Reconstruction

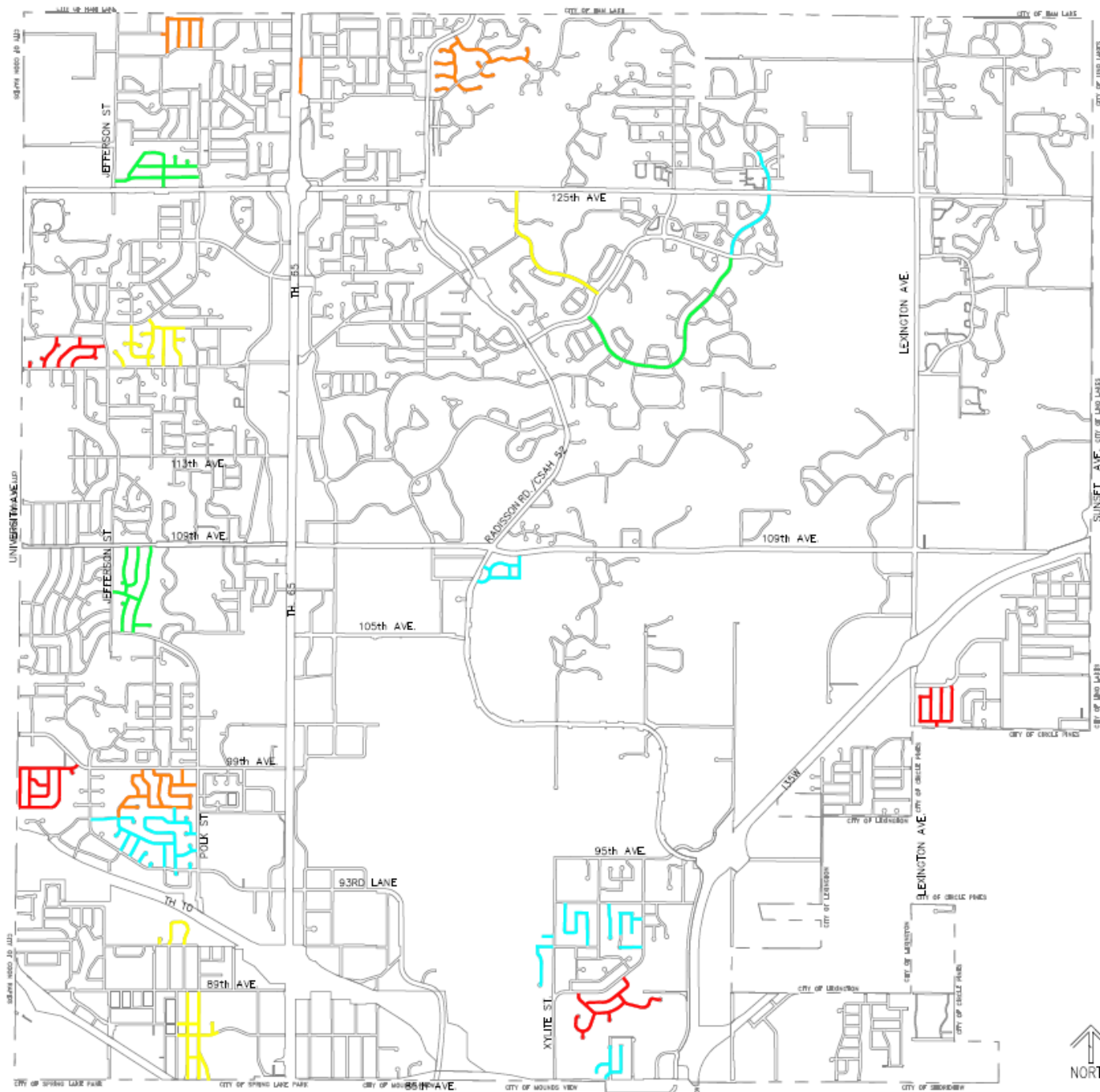


Slide 13

CIP Highlights Beyond 2026

- ▶ Laddie Lake Area Street Reconstructions
 - ▶ Proposed 2026-2027; \$4,711,200
- ▶ Swan Park Area Street Reconstructions
 - ▶ Proposed 2027-2028; \$2,369,500
- ▶ Clover Leaf Area Street Reconstructions
 - ▶ Proposed 2028-2029; \$2,834,300
- ▶ Van Buren Area Street Reconstructions
 - ▶ Proposed 2028-2029; \$3,850,000
- ▶ Crack Sealing
 - ▶ Proposed Annual; \$250,0000





5 YEAR C.I.P. CITY OF BLAINE PAVEMENT MANAGEMENT PROGRAM

LEGEND

- 2026 PROJECTS
- 2027 PROJECTS
- 2028 PROJECTS
- 2029 PROJECTS
- 2030 PROJECTS

STREET PROJECTS SHOWN ARE SUBJECT TO CHANGE
BASED ON YEARLY EVALUATION OF STREET CONDITIONS.

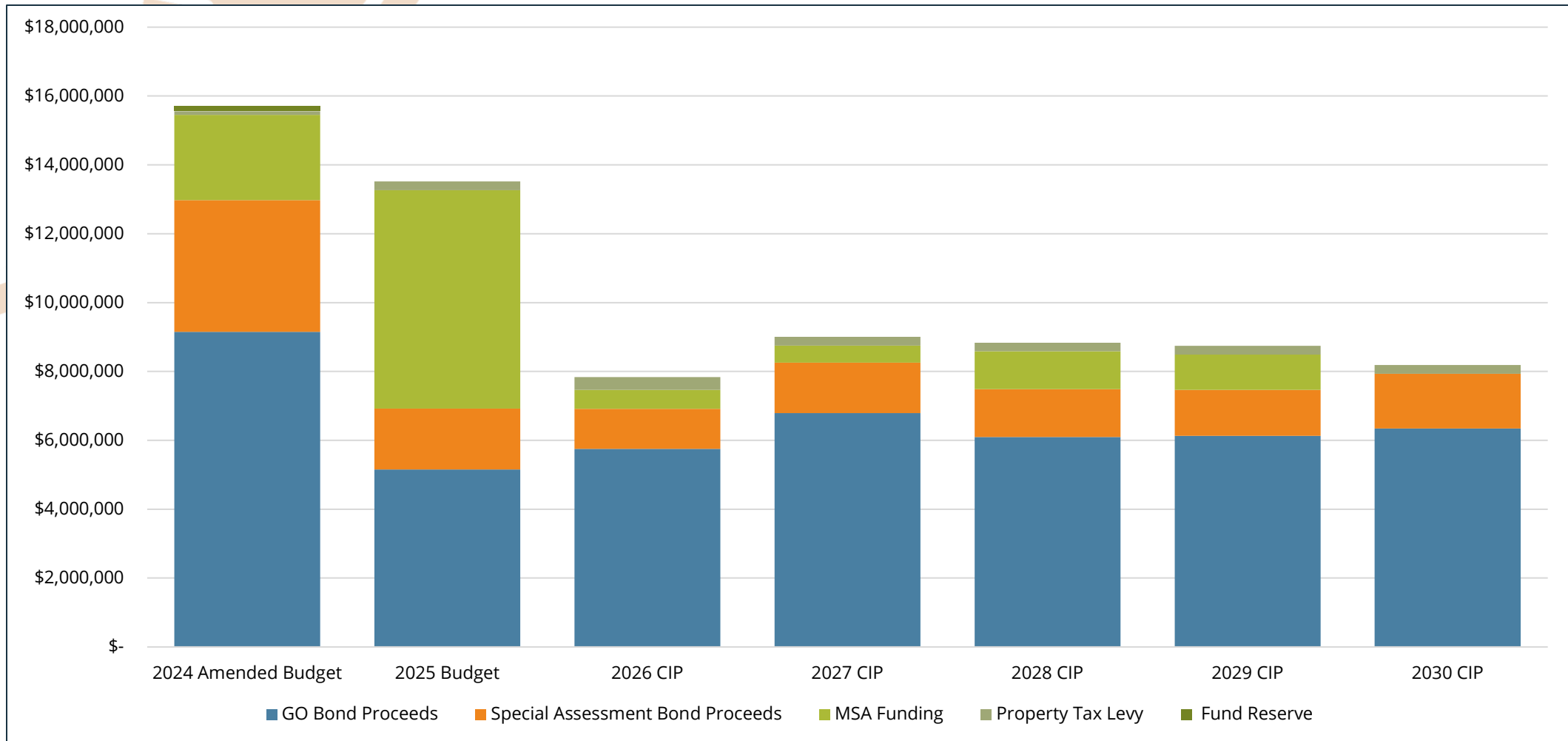
PRINT DATE: 7/1/2025



ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172

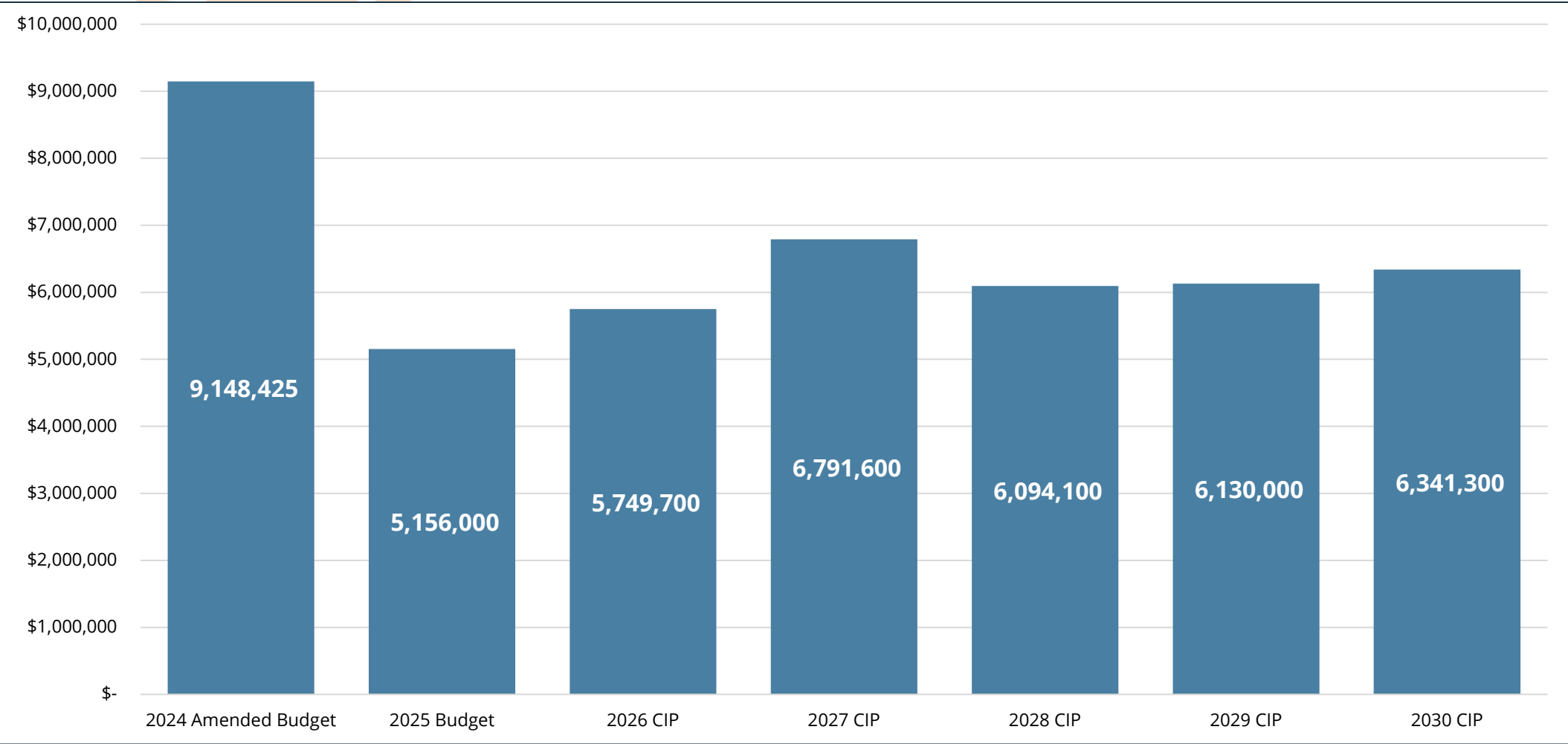


Transportation CIP Funding Sources



**Does not include associated utility improvements*

2026-2030 Transportation CIP Property Tax Supported Bonds



**Does not include associated utility improvements*

Assessment Policy Considerations

- ▶ Assessments for street improvement projects shall be assessed for a fifteen-year period except for bituminous overlays and bituminous replacements which shall be assessed for a five-year period
 - ▶ The Assessment Cost shall be thirty five percent (35%) of the total cost of the improvement project for projects identified as complete reconstruction and partial reconstruction
 - ▶ Bituminous overlay projects will be assessed a flat rate of \$500 per residential lot unit for parcels zoned single family residential*
 - ▶ Bituminous Replacement projects will be assessed a flat rate of \$1,400 per residential lot unit for parcels zoned single family residential*
- ▶ Bond financing = assessment period

Funding Sources – Municipal State Aid



- ▶ Program components
 - ▶ City population over 5,000 to be eligible
 - ▶ Intended to identify & fund backbone system of collector & arterial streets
 - ▶ Cities must designate specific streets as part of the network (20% of total street miles)
 - ▶ Connections to MSAS streets, county roads or highways, and trunk highways
- ▶ Funding
 - ▶ Varies year over year, based on project locations
 - ▶ Used for City, County, and State managed projects
 - ▶ 2025 construction allotment = \$3,009,235



Funding Sources – Other

- ▶ Debt
 - ▶ General Obligation – General Property Tax Levy
 - ▶ Special Assessment – Benefiting property owners
- ▶ Property Tax Levy
 - ▶ Crack Sealing Program
 - ▶ Proposed increase from \$200,000 to \$250,000 annually
 - ▶ Intent to cover the city in a seven-year cycle
 - ▶ CPI study update
 - ▶ Requesting \$125,000 in 2026
- ▶ Investment Earnings

**City of Blaine, Minnesota
Municipal State Aid (MSA) Fund - 406
Summary of Revenues and Expenditures
2026-2030 Capital Improvement Plan - As of July 14, 2025**

	2024 Budget	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues							
Municipal State Aid - Construction	\$ 3,452,500	\$ 4,145,000	\$ 550,000	\$ -	\$ 1,100,000	\$ 1,025,000	\$ -
Total Revenues	3,452,500	4,145,000	550,000	-	1,100,000	1,025,000	-
Capital Outlay							
TH 65 Mill and Overlay - MNDOT	880,000	240,000	-	-	-	-	-
Ulysses Street/121st Avenue Signal	750,000	-	-	-	-	-	-
TH 65 and 99th Avenue Intersection Reconstruction	500,000	-	-	-	-	-	-
Sunset Avenue/125th Avenue Roundabout - ACHD	350,000	-	-	-	-	-	-
Radisson Road and Tournament Players Parkway Intersection Improvements -ACHD	247,500	-	-	-	-	-	-
CSAH 17 (Lexington Ave) at 122nd Ave New Traffic Signal	247,500	-	-	-	-	-	-
2025 Zest Street from Lakes Parkway to 125th Avenue Improvements	225,000	2,737,500	-	-	-	-	-
CSAH 3 (University Ave) at 86th Lane Signal Replacement	192,500	200,000	-	-	-	-	-
Polk Street/99th Avenue Signal	60,000	-	-	-	-	750,000	-
CSAH 52/CSAH 12 Traffic Signal (Radisson Rd & 109th Ave)	-	660,000	-	-	-	-	-
CSAH 52/Lakes Pkwy Traffic Signal	-	550,000	-	-	-	-	-
MNDOT TH47 Drainage And Pedestrian Improvements	-	330,000	-	-	-	-	-
MNDOT TH65 Drainage And Pedestrian Improvements	-	165,000	-	-	-	-	-
CSAH 12 Reconstruction (125th Ave) From Lexington Ave To Sunset Ave	-	100,000	-	-	-	-	-
CSAH 12 (109th Ave) Mill & Overlay	-	50,000	-	-	-	-	-
CSAH 51 (University Ave) Mill & Overlay	-	50,000	-	-	-	-	-
CSAH 17 and CSAH 32 Signal Replacement (85th Ave & (Lexington Ave)	-	-	550,000	-	-	-	-
CSAH 12 Reconstruction (109th Ave) from Lexington Ave to Sunset Ave	-	-	-	-	-	-	-
CR53 (Sunset Ave) Reconstruction	-	-	-	550,000	-	-	-
TH 65 Bunker Lake Blvd Interchange	-	-	-	-	1,100,000	-	-
CR 49 (North Road) Reconstruction From CSAH 17 (Lexington Ave) To Lakeview Dr	-	-	-	-	-	275,000	-
Total Capital Outlay	3,452,500	5,082,500	550,000	550,000	1,100,000	1,025,000	-
Revenues Over (Under) Expenditures	-	(937,500)	-	(550,000)	-	-	-
Other Financing Sources (Uses)							
Special Assessment Bond Proceeds	-	937,500	-	-	-	-	-
General Obligation Bond Proceeds	-	-	-	550,000	-	-	-
Transfers In	-	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	-	937,500	-	550,000	-	-	-
Net Change in Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City of Blaine, Minnesota
Pavement Management Plan Fund - 503
Summary of Revenues and Expenditures
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2024 Budget	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues							
Property Tax Levy	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -
Municipal State Aid - Construction	2,475,000	2,200,000	-	500,000	-	-	-
Total Revenues	2,475,000	2,200,000	125,000	500,000	-	-	-
Capital Outlay							
SW Area Street Reconstructions	7,254,800	-	-	-	-	-	-
Pleasure Creek Area Street Reconstructions	4,731,000	-	-	-	-	-	-
NW Area Street Reconstructions	2,811,600	-	-	-	-	-	-
85th Avenue Reconstruct from Univ Ave Service Dr to Elm Dr	640,000	-	-	-	-	-	-
Lakes Parkway From Radisson Rd To Rendova	399,500	1,980,000	-	-	-	-	-
Southwest Area Street Rehabilitation	391,000	3,200,500	1,025,000	-	-	-	-
Quincy Street Area Street Reconstructions	-	980,000	2,606,000	-	-	-	-
Austin Street Construction	-	960,000	-	-	-	-	-
Green Ridge Area Street Reconstructions	-	555,000	466,000	2,330,000	-	-	-
Meadowbrook Area Street Reconstructions	-	510,000	1,892,000	-	-	-	-
Street PCI Update	-	-	125,000	-	-	-	-
Laddie Lake Area Street Reconstructions	-	-	785,200	3,926,000	-	-	-
West Lake Blvd Rehabilitation	-	-	140,000	693,000	-	-	-
Swan Park Area Street Reconstructions	-	-	-	395,000	1,974,500	-	-
Kane Meadows Area Street Reconstructions	-	-	-	323,100	1,615,900	-	-
Oak Park Area Street Reconstructions	-	-	-	219,500	1,097,800	-	-
Belmont Acres Area Street Reconstructions	-	-	-	318,000	1,592,000	-	-
Clover Leaf Area Street Reconstructions	-	-	-	-	472,300	2,362,000	-
Quail Creek Area Street Reconstructions	-	-	-	-	423,000	2,114,000	-
Northwest Area Street Reconstructions	-	-	-	-	311,000	1,553,000	-
Van Buren Area Street Reconstructions	-	-	-	-	-	642,000	3,208,000
Xylite Area Street Reconstructions	-	-	-	-	-	525,000	2,626,000
2030 Street Rehabilitations	-	-	-	-	-	272,000	1,359,000
Fillmore Area Street Reconstructions	-	-	-	-	-	-	743,300
Total Capital Outlay	16,227,900	8,185,500	7,039,200	8,204,600	7,486,500	7,468,000	7,936,300
Total Operating & Capital Expenditures	16,227,900	8,185,500	7,039,200	8,204,600	7,486,500	7,468,000	7,936,300
Revenues Over (Under) Expenditures	(13,752,900)	(5,985,500)	(6,914,200)	(7,704,600)	(7,486,500)	(7,468,000)	(7,936,300)
Other Financing Sources (Uses)							
GO Bond Proceeds	10,147,425	5,156,000	5,749,700	6,241,600	6,094,100	6,130,000	6,341,300
Special Assessment Bond Proceeds	3,605,475	829,500	1,164,500	1,463,000	1,392,400	1,338,000	1,595,000
Transfers In	-	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	13,752,900	5,985,500	6,914,200	7,704,600	7,486,500	7,468,000	7,936,300
Net Change in Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



City of Blaine, Minnesota
Pavement Maintenance - Seal Coating - 531
Summary of Revenues and Expenditures
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2024 Budget		2025 Budget		2026 CIP		2027 CIP		2028 CIP		2029 CIP		2030 CIP	
Revenues														
Property Tax Levy	\$	100,000	\$	200,000	\$	250,000	\$	250,000	\$	250,000	\$	250,000	\$	250,000
Fund Reserve		150,000		-		-		-		-		-		-
Total Revenues		250,000		200,000		250,000		250,000		250,000		250,000		250,000
Capital Outlay														
Crack Seal Program		250,000		200,000		250,000		250,000		250,000		250,000		250,000
Total Capital Outlay		250,000		200,000		250,000		250,000		250,000		250,000		250,000
Revenues Over (Under) Expenditures		-		-		-		-		-		-		-
Other Financing Sources (Uses)														
Transfers In		-		-		-		-		-		-		-
Transfer Out		-		-		-		-		-		-		-
Total Other Financing Sources (Uses)		-		-		-		-		-		-		-
Net Change in Fund Balance	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-

Questions for Council

- ▶ Does the Council support the plan as proposed?
 - ▶ While the CIP lays out a long-term plan, specific focus should be placed on the 2026 projects
 - ▶ Projects identified in future fiscal periods are for planning purposes only and are not an authorization to incur contractual commitments
 - ▶ If Council would like any changes to the plan, this is the best opportunity to communicate those recommendations and determine if there is a consensus
 - ▶ *Direction is needed as Engineering would like to initiate 2026 projects in August 2025*



City of Blaine, Minnesota
Pavement Management Plan Fund - 503
Summary of Revenues and Expenditures
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2024 Budget	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues							
Property Tax Levy	\$ -	\$ -	\$ 125,000	\$ -	\$ -	\$ -	\$ -
Municipal State Aid - Construction	2,475,000	2,200,000	-	500,000	-	-	-
Total Revenues	2,475,000	2,200,000	125,000	500,000	-	-	-
Capital Outlay							
SW Area Street Reconstructions	7,254,800	-	-	-	-	-	-
Pleasure Creek Area Street Reconstructions	4,731,000	-	-	-	-	-	-
NW Area Street Reconstructions	2,811,600	-	-	-	-	-	-
85th Avenue Reconstruct from Univ Ave Service Dr to Elm Dr	640,000	-	-	-	-	-	-
Lakes Parkway From Radisson Rd To Rendova	399,500	1,980,000	-	-	-	-	-
Southwest Area Street Rehabilitation	391,000	3,200,500	1,025,000	-	-	-	-
Quincy Street Area Street Reconstructions	-	980,000	2,606,000	-	-	-	-
Austin Street Construction	-	960,000	-	-	-	-	-
Green Ridge Area Street Reconstructions	-	555,000	466,000	2,330,000	-	-	-
Meadowbrook Area Street Reconstructions	-	510,000	1,892,000	-	-	-	-
Street PCI Update	-	-	125,000	-	-	-	-
Laddie Lake Area Street Reconstructions	-	-	785,200	3,926,000	-	-	-
West Lake Blvd Rehabilitation	-	-	140,000	693,000	-	-	-
Swan Park Area Street Reconstructions	-	-	-	395,000	1,974,500	-	-
Kane Meadows Area Street Reconstructions	-	-	-	323,100	1,615,900	-	-
Oak Park Area Street Reconstructions	-	-	-	219,500	1,097,800	-	-
Belmont Acres Area Street Reconstructions	-	-	-	318,000	1,592,000	-	-
Clover Leaf Area Street Reconstructions	-	-	-	-	472,300	2,362,000	-
Quail Creek Area Street Reconstructions	-	-	-	-	423,000	2,114,000	-
Northwest Area Street Reconstructions	-	-	-	-	311,000	1,553,000	-
Van Buren Area Street Reconstructions	-	-	-	-	-	642,000	3,208,000
Xylite Area Street Reconstructions	-	-	-	-	-	525,000	2,626,000
2030 Street Rehabilitations	-	-	-	-	-	272,000	1,359,000
Fillmore Area Street Reconstructions	-	-	-	-	-	-	743,300
Total Capital Outlay	16,227,900	8,185,500	7,039,200	8,204,600	7,486,500	7,468,000	7,936,300
Total Operating & Capital Expenditures	16,227,900	8,185,500	7,039,200	8,204,600	7,486,500	7,468,000	7,936,300
Revenues Over (Under) Expenditures	(13,752,900)	(5,985,500)	(6,914,200)	(7,704,600)	(7,486,500)	(7,468,000)	(7,936,300)
Other Financing Sources (Uses)							
GO Bond Proceeds	10,147,425	5,156,000	5,749,700	6,241,600	6,094,100	6,130,000	6,341,300
Special Assessment Bond Proceeds	3,605,475	829,500	1,164,500	1,463,000	1,392,400	1,338,000	1,595,000
Transfers In	-	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	13,752,900	5,985,500	6,914,200	7,704,600	7,486,500	7,468,000	7,936,300
Net Change in Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -



City of Blaine, Minnesota
Municipal State Aid (MSA) Fund - 406
Summary of Revenues and Expenditures
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2024 Budget	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues							
Municipal State Aid - Construction	\$ 3,452,500	\$ 4,145,000	\$ 550,000	\$ -	\$ 1,100,000	\$ 1,025,000	\$ -
Total Revenues	3,452,500	4,145,000	550,000	-	1,100,000	1,025,000	-
Capital Outlay							
TH 65 Mill and Overlay - MNDOT	880,000	240,000	-	-	-	-	-
Ulysses Street/121st Avenue Signal	750,000	-	-	-	-	-	-
TH 65 and 99th Avenue Intersection Reconstruction	500,000	-	-	-	-	-	-
Sunset Avenue/125th Avenue Roundabout - ACHD	350,000	-	-	-	-	-	-
Radisson Road and Tournament Players Parkway Intersection Improvements -ACHD	247,500	-	-	-	-	-	-
CSAH 17 (Lexington Ave) at 122nd Ave New Traffic Signal	247,500	-	-	-	-	-	-
2025 Zest Street from Lakes Parkway to 125th Avenue Improvements	225,000	2,737,500	-	-	-	-	-
CSAH 3 (University Ave) at 86th Lane Signal Replacement	192,500	200,000	-	-	-	-	-
Polk Street/99th Avenue Signal	60,000	-	-	-	-	750,000	-
CSAH 52/CSAH 12 Traffic Signal (Radisson Rd & 109th Ave)	-	660,000	-	-	-	-	-
CSAH 52/Lakes Pkwy Traffic Signal	-	550,000	-	-	-	-	-
MNDOT TH47 Drainage And Pedestrian Improvements	-	330,000	-	-	-	-	-
MNDOT TH65 Drainage And Pedestrian Improvements	-	165,000	-	-	-	-	-
CSAH 12 Reconstruction (125th Ave) From Lexington Ave To Sunset Ave	-	100,000	-	-	-	-	-
CSAH 12 (109th Ave) Mill & Overlay	-	50,000	-	-	-	-	-
CSAH 51 (University Ave) Mill & Overlay	-	50,000	-	-	-	-	-
CSAH 17 and CSAH 32 Signal Replacement (85th Ave & (Lexington Ave)	-	-	550,000	-	-	-	-
CSAH 12 Reconstruction (109th Ave) from Lexington Ave to Sunset Ave	-	-	-	-	-	-	-
CR53 (Sunset Ave) Reconstruction	-	-	-	550,000	-	-	-
TH 65 Bunker Lake Blvd Interchange	-	-	-	-	1,100,000	-	-
CSAH 23 (Lake Drive) from I-35W to CSAH 14 (125th Ave) Rehabilitation	-	-	-	-	-	-	-
CR 49 (North Road) Reconstruction From CSAH 17 (Lexington Ave) To Lakeview Dr	-	-	-	-	-	275,000	-
Total Capital Outlay	3,452,500	5,082,500	550,000	550,000	1,100,000	1,025,000	-
Revenues Over (Under) Expenditures	-	(937,500)	-	(550,000)	-	-	-
Other Financing Sources (Uses)							
Special Assessment Bond Proceeds	-	937,500	-	-	-	-	-
General Obligation Bond Proceeds	-	-	-	550,000	-	-	-
Transfers In	-	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	-	937,500	-	550,000	-	-	-
Net Change in Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

City of Blaine, Minnesota
Pavement Maintenance - Seal Coating - 531
Summary of Revenues and Expenditures
2026-2030 Capital Improvement Plan - As of July 14, 2025

	2024 Budget	2025 Budget	2026 CIP	2027 CIP	2028 CIP	2029 CIP	2030 CIP
Revenues							
Property Tax Levy	\$ 100,000	\$ 200,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000
Fund Reserve	150,000	-	-	-	-	-	-
Total Revenues	250,000	200,000	250,000	250,000	250,000	250,000	250,000
Capital Outlay							
Crack Seal Program	250,000	200,000	250,000	250,000	250,000	250,000	250,000
Total Capital Outlay	250,000	200,000	250,000	250,000	250,000	250,000	250,000
Revenues Over (Under) Expenditures	-	-	-	-	-	-	-
Other Financing Sources (Uses)							
Transfers In	-	-	-	-	-	-	-
Transfer Out	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	-	-	-	-	-	-	-
Net Change in Fund Balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

2026-2030 Capital Improvement Plan

Transportation

406 - MSA Street Improvements

CR 49 (North Road) Reconstruction from CSAH 17 (Lexington Ave) To Lakeview Dr – 2029

- \$275,000
- Anoka County will be reconstructing North Road from Lexington Avenue to Lakeview Drive.
- The City will be responsible for our portion of the project based on the county's cost share policy.

CR 53 (Sunset Ave) Reconstruction – 2027

- \$550,000
- Anoka County will be reconstructing CR 53 (Sunset Ave) from 109th Avenue to 125th Avenue.
- The City will be responsible for our portion of the project based on the county's cost share policy.

Polk Street/99th Avenue Signal – 2029

- \$750,000
- Install traffic signals at the intersection of Polk Street and 99th Avenue to provide a safer intersection for the driving public.
- The city had an Intersection Control Evaluation completed in 2019. Based on the results, Council asked for this to be placed on the 2025 construction program. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Signal Replacement Lexington Ave (CSAH 17) and 85th Ave (CSAH 32) – 2026

- \$550,000
- Anoka and Ramsey County are replacing the signal at the intersection of Lexington Avenue and 85th Avenue.
- The city will be responsible for our portion of the project based on the county's cost share policy.

TH 65 & Bunker Lake Blvd Interchange – 2028

- \$1,100,000
- Anoka County will be constructing an interchange at Bunker Lake Blvd (CSAH 116) and TH 65. A city-owned frontage road from 131st Avenue to 133rd Avenue will be constructed as a part of the project
- The city will be responsible for our portion of the project based on the county's cost share policy.

503 - Pavement Management Plan

Belmont Acres Area Street Reconstructions – 2027/2028

- \$318,000 – 2027; \$1,592,000 – 2028
- Full reconstruction (R&R ex. curb) of:
 - Erskin St from 101st Ln to Frazier St
 - Fraizer St from 101st Ln to Ball Rd
 - Ghia St from 101st Ln to Ball Rd
 - Hupp St from 101st Ln to 60' S of N cul-de-sac
 - 101st Ln from Erskin St to Hupp St
 - Twilite Terr from North Road to 101st Ln
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Clover Leaf Area Street Reconstructions – 2028/2029

- \$472,300 – 2028; \$2,362,000 – 2029
- Partial Recon (spot curb) of:
 - Madison St from 96th Ln to 97th Ln
 - 97th Ave from Madison St to east cul-de-sac
 - 97th Ln from Madison St to Quincy St
 - Monroe St from 97th Ln to 98th Ln
 - Quincy St from 97th Ave to 99th Ave

2026-2030 Capital Improvement Plan Transportation

Jackson St from 97th Ave to 98th Ln
Able St from 97th Ln to 98th Ln
98th Ave from Able St to Polk St
97th Ln from Able St to Tyler St
Tyler St from 97th Ave to 97th Ln
98th Ln from Monroe St to Quincy St
97th Ave from Quincy St to Tyler St
Jackson St from 98th Ln to 99th Ave
98th Ln from Jackson St to Able St
Tyler St from 98th Ave to 99th Ave

- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Fillmore Area Street Reconstructions – 2027/2028/2030

- \$743,300 – 2030
- Full reconstruction (R&R ex curb) of:
 - 105th Ave from Fillmore St to east dead end
 - Fillmore St from 105th Ave to north cul-de-sac
 - Fillmore St from 107th Ave to 109th Ave
 - Taylor St from 107th Ave to N cul-de-sac
 - Pierce St from 105th Ave to 107th Ave
 - 107th Ave from Taylor St to Buchanan St
 - 106th Ave from Fillmore St to Pierce St
 - 105th Ave from Fillmore St to east dead end
 - 106th Ln from Fillmore St to Pierce St
 - Pierce St from 108th Ave to 109th Ave
 - 108th Ave from Pierce St to Buchanan St
 - 108th Ave from Buchanan St to TH65
 - Fillmore St from 109th Ave to 175' south of 111th Ave
- Partial Recon (spot curb) of:
 - Fillmore St from 109th Ave to Fillmore St
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Green Ridge Area Street Reconstructions – 2026/2027

- \$466,000 – 2026; \$2,330,000 – 2027
- Full Reconstruction (R&R ex. curb) of:
 - 117th Cir from 117th Ave to N cul-de-sac
 - 118th Ave from W cul-de-sac to Madison St
 - 118th Ave from E cul-de-sac to Madison St
 - 118th Ave from Able St to E cul-de-sac
 - 118th Ln from Monroe St to 119th Ave
 - Monroe St from 117th Ave to Oak Park Blvd
 - Madison St from Monroe St to 119th Ave
 - Madison St from Monroe St to E cul-de-sac
 - Monroe Cir from W cul-de-sac to Monroe St
 - Able St from 117th Ave to 118th Ln
 - Van Buren St from 117th Ave to 118th Ln

2026-2030 Capital Improvement Plan

Transportation

- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Kane Meadows Area Street Reconstructions – 2027/2028

- \$323,100 – 2027; \$1,615,900 – 2028
- Partial Reconstruction (spot curb) of:
 - Alamo Cir from north cul-de-sac to 88th Ave
 - Coral Sea Ct from south cul-de-sac to 88th Ave
 - 88th Ave from Rice Creek Pkwy to Dunkirk Ct
 - Dunkirk Ct from 88th Ln to south cul-de-sac
 - Alamo Ct from south cul-de-sac to Alamo Cir
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Laddie Lake Area Street Reconstructions – 2026/2027

- \$785,200 – 2026; \$3,926,000 – 2027
- Full recon (no ex. curb) of:
 - 86th Ave from Tyler St to Polk St
 - 87th Ln from Able St to Polk St
 - 87th Ave from Able St to Taylor Ct
 - Tyler St from CH 10 front road to 89th Ave
 - Polk St from south dead end to 89th Ave
 - Cottagewood Terrace from CH 10 to Polk St
 - M&O (w/o underseal) Taylor Ct from 87th Ave to north cul-de-sac
- Partial Recon w/ spot c&g replacement of:
 - Tyler St from 91st Ave to 92nd Ave
 - Jackson Cir from 91st Ave to N cul-de-sac
 - VanBuren St from 91st Ave to 92nd Ave
 - 92nd Ave from VanBuren St to Tyler St
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Meadowbrook Area Street Reconstructions – 2026

- \$1,892,000
- Full reconstruction (R&R ex curb) of:
 - 125th Ln from Jefferson St to Polk St
 - 126th Ave from Madison St to Polk St
 - 127th Ave from Madison St to Jackson St
 - Madison St from 125th Ln to 127th Ave
 - Jackson St from 130' N of 125th Ave to 127th Ave
 - Able Cir from 126th Ave to N cul-de-sac
 - Tyler Cir from 126th Ave to N cul-de-sac
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Northwest Area Street Reconstructions – 2028/2029

- \$311,000 – 2028; \$1,553,000 – 2029
- Full reconstruction (R&R ex curb) of:
 - Jackson St from 131st Ave to 132nd Ave
 - VanBuren St from 131st Ave to 132nd Ln

2026-2030 Capital Improvement Plan Transportation

Able St from 131st Ave to 132nd Ln
Tyler St from 131st Ave to 132nd Ln
132nd Ln from Jackson St to Tyler St
132nd Ave from 160' W of Jackson St to Jackson St

- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Oak Park Area Street Reconstructions – 2027/2028

- \$219,500 – 2027; \$1,097,800 – 2028
- Partial reconstruction (spot curb) of:
3rd St from 117th Ave to north cul-de-sac
4th St from 117th Ave to 118th Ave
4th St from W cul-de-sac to 4th St
4th St from 4th St to east cul-de-sac
Oak Park Dr from 117th Ave to Jefferson St
117th Ln from 117th Ave to Oak Park Dr
117th Ln from south cul-de-sac to 117th Ln
Terrace Dr from Oak Park Dr to 118th Ave
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Quail Creek Area Street Reconstructions – 2028/2029

- \$423,000 – 2028; \$2,114,000 – 2029
- Partial reconstruction (spot curb) of:
129th Ct from west cul-de-sac to Quail Creek Pkwy
Owatona St from Quail Creek Pkwy to Quail Creek Dr
130th Ct from W cul-de-sac to Owatonna St
131st Ct from W cul-de-sac to Owatonna St
132nd Ct from W cul-de-sac to Owatonna St
Quail Creek Dr from Quail Creek Pkwy to Radisson Rd
Palisade Ct from Quail Creek Pkwy to north cul-de-sac
130th Ct from Quail Creek Pkwy to E cul-de-sac
129th Ct from Quail Creek Pkwy to E cul-de-sac
129th Ct from S cul-de-sac to 129th Ct
Quail Creek Pkwy from 120' west of Quail Creek Dr to 60' east of Taconite Ct
Taconite Ct from Quail Creek Pkwy to north cul-de-sac
Partial Recon (no ex. curb) of:
Central Ave Frontage Rd from 370' north of 129th Ave to 131st Ave
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Quincy Street Area Street Reconstructions – 2026

- \$2,606,000
- Full reconstruction (no ex curb) of:
105th Ln from Quincy Blvd to E cul-de-sac
106th Ave from Jefferson St to Quincy Blvd
Madison St from Territorial Rd to 106th Ave
Madison St from 106th Ave to 109th Ave
Quincy Blvd from Territorial Rd to 109th Ave

2026-2030 Capital Improvement Plan

Transportation

Monroe Dr from Madison St to 109th Ave
Madison St from W cul-de-sac to Madison St
Madison St from W cul-de-sac to Madison St

- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

South Lake Blvd Rehabilitation – 2026

- \$1,025,000
- Mill and Overlay with underseal of South Lake Boulevard.
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Street PCI Update – 2026

- \$125,000
- Update street pavement condition ratings for all city streets.
- Data is used to develop the 5-year Pavement Management CIP.

Street Rehabilitation – 2029/2030

- \$272,000 – 2029; \$1,359,000 – 2030
Mill & overlay w/ underseal - North Lake Blvd from Lakes Pkwy to 125th Ave
Partial recon (spot curb) - Legacy Creek Pkwy from 125th Ave to 127th Ave
Partial Recon (spot curb) - Town Square Dr area from Radisson Rd to 109th Ave
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Swan Park Area Street Reconstructions – 2027/2028

- \$395,000 – 2027; \$1,974,500 – 2028
- Partial Reconstruction (spot curb replacement) of:
97th Ave from University Ave to 6th St
97th Ln from 3rd St to 5th St
98th Ave from 3rd St to 5th St
99th Ave from University Ave to 101st Ave
University Ave Frontage Rd from 97th Ave to 99th Ave
3rd St from 97th Ave to 99th Ave
5th St from 97th Ln to 99th Ave
6th St from 97th Ave to 99th Ave
7th St from S cul-de-sac to 99th Ave
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Van Buren Area Street Reconstructions – 2029/2030

- \$642,000 – 2029; \$3,208,000 – 2030
- Partial recon (spot C&G) of:
95th Ave from Able St to Polk St
95th Ln from Madison St to Able St
Tyler St from 96th Ave to 96th Ln
Tyler St from Clover Leaf Pkwy to north cul-de-sac
Tyler St from 95th Ave to north cul-de-sac
Able St from 96th Ln to 97th Ave
VanBuren St from Clover Leaf Pkwy to 95th Ln
Jackson St from Clover Leaf Pkwy to north cul-de-sac
Quincy St from Clover Leaf Pkwy to 95th Ln

2026-2030 Capital Improvement Plan Transportation

Monroe St from Clover Leaf Pkwy to 95th Ln
Madison St from 95th Ln to 96th Ln
Madison St from south cul-de-sac to 95th Ln
96th Ln from Quincy St to Tyler St
Quincy St from 96th Ave to 96th Ln
Able St from south cul-de-sac to Clover Leaf Pkwy
Able St from Clover Leaf Pkwy to 96th Ave
96th Ave from Quincy St to Able St
96th Ave from west cul-de-sac to Polk St
96th Ln from 96th Ln to north cul-de-sac
96th Ln from Clover Leaf Pkwy to east cul-de-sac
Clover Leaf Pkwy from Clover Leaf Pkwy to north cul-de-sac
Clover Leaf Pkwy from Clover Leaf Pkwy to north cul-de-sac

- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

West Lake Blvd Rehabilitation – 2026/2027

- \$140,000 – 2026; \$693,000 – 2027
- Mill and Overlay with underseal of West Lake Blvd from Lakes Pkwy to 125th Ave.
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

Xylite Area Street Reconstructions – 2029/2030

- \$525,000 – 2029; \$2,626,000 – 2030
- Partial Reconstruction (spot curb) of:
 - Waconia St from south cul-de-sac to 91st Ave
 - 91st Ave from Waconia St to Xylite St
 - 91st Ln from west cul-de-sac to Xylite St
 - Yancy St from 91st Ln to 93rd Ave
 - 91st Ln from Yancy St to Zumbrota St
 - 92nd Ln from Zumbrota St to Alamo St
 - Alamo St from 91st Ave to 92nd Ln
 - Coral Sea St from south cul-de-sac to 93rd Ave
 - Dunkirk St from 500' north of 91st Ave to 92nd Ln
 - 91st Ave from Dunkirk St to Flanders St
 - 92nd Ave from Edison St to Flanders St
 - Edison St from south dead end to 92nd Ln
 - 92nd Ln from Dunkirk St to Edison St
 - Zumbrota St from 91st Ln to 92nd Ln
 - Mill & Overlay (no underseal) 85th Ct from west dead end to Coral Sea St
 - Coral Sea St from 85th Ave to north cul-de-sac
 - Dunkirk St from Coral Sea St to north cul-de-sac
- This area was identified in the 2022 PCI rating as poor. This project aligns with the City's strategic plan goal of a safe and well-maintained infrastructure.

531 - Pavement Maintenance - Seal Coating

Crack Seal Program – 2026

- \$250,000

2026-2030 Capital Improvement Plan Transportation

- Crack sealing is a preventative maintenance that places a rubberized material in the thermal cracking of the bituminous pavement to prevent moisture from penetrating into the base of the roadway structure causing deterioration of the pavement and creating potholes.
- To provide for a well-maintained infrastructure by helping to maintain street pavement conditions.

Crack Seal Program – 2027

- \$250,000
- Crack sealing is a preventative maintenance that places a rubberized material in the thermal cracking of the bituminous pavement to prevent moisture from penetrating into the base of the roadway structure causing deterioration of the pavement and creating potholes.
- To provide for a well-maintained infrastructure by helping to maintain street pavement conditions.

Crack Seal Program – 2028

- \$250,000
- Crack sealing is a preventative maintenance that places a rubberized material in the thermal cracking of the bituminous pavement to prevent moisture from penetrating into the base of the roadway structure causing deterioration of the pavement and creating potholes.
- To provide for a well-maintained infrastructure by helping to maintain street pavement conditions.

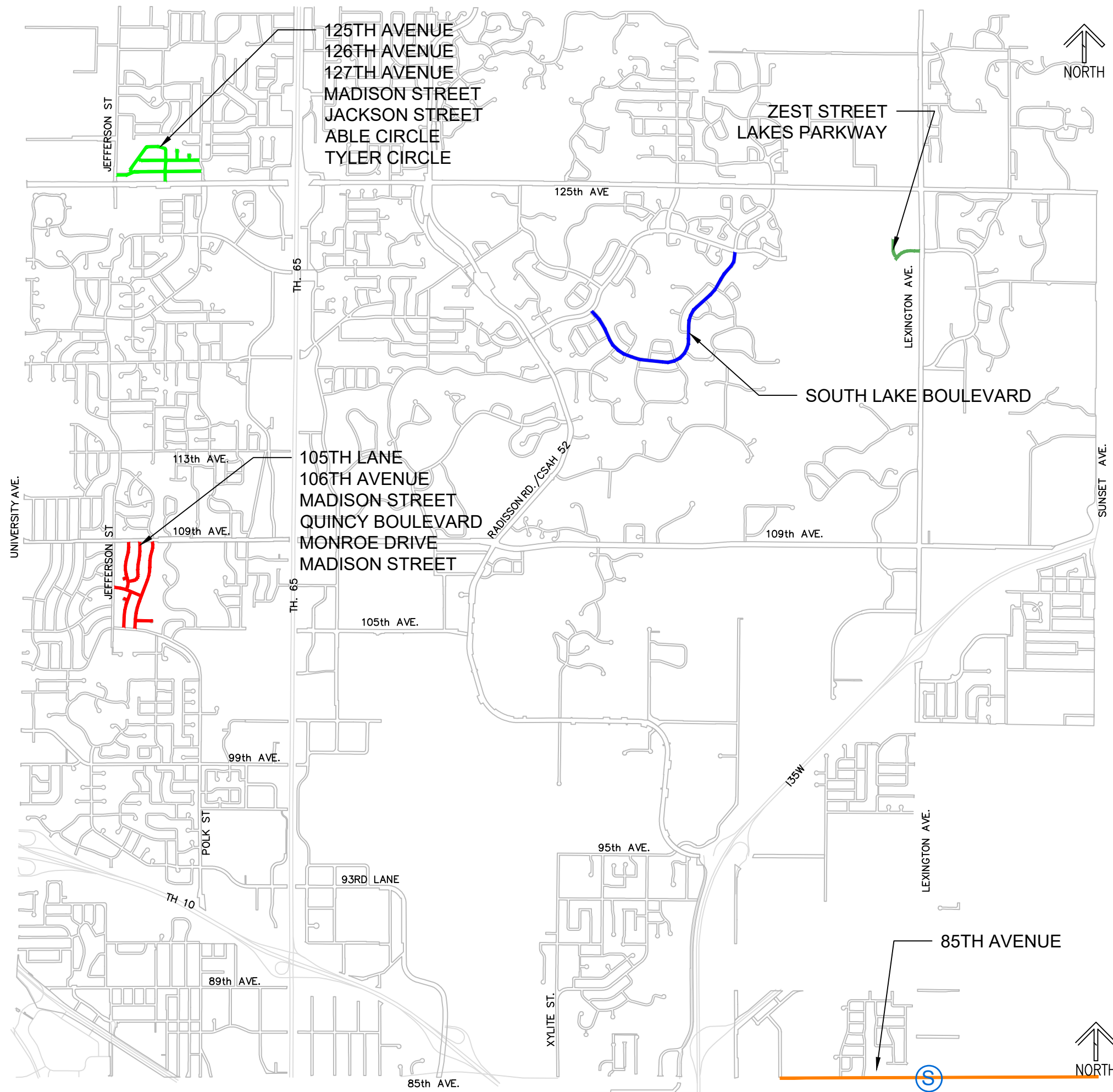
Crack Seal Program – 2029

- \$250,000
- Crack sealing is a preventative maintenance that places a rubberized material in the thermal cracking of the bituminous pavement to prevent moisture from penetrating into the base of the roadway structure causing deterioration of the pavement and creating potholes.
- To provide for a well-maintained infrastructure by helping to maintain street pavement conditions.

Crack Seal Program – 2030

- \$250,000
- Crack sealing is a preventative maintenance that places a rubberized material in the thermal cracking of the bituminous pavement to prevent moisture from penetrating into the base of the roadway structure causing deterioration of the pavement and creating potholes.
- To provide for a well-maintained infrastructure by helping to maintain street pavement conditions.

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2026 C.I.P. CITY OF BLAINE PAVEMENT MANAGEMENT PROGRAM

CITY OF BLAINE PROJECTS

-  2026 MEADOWBROOK AREA
-  2026 QUINCY AREA
-  2026 STREET REHABILITATION
-  2025/2026 ZEST ST CONSTRUCTION

ANOKA COUNTY PROJECTS

-  MILL & OVERLAY
-  SIGNAL REPLACEMENT

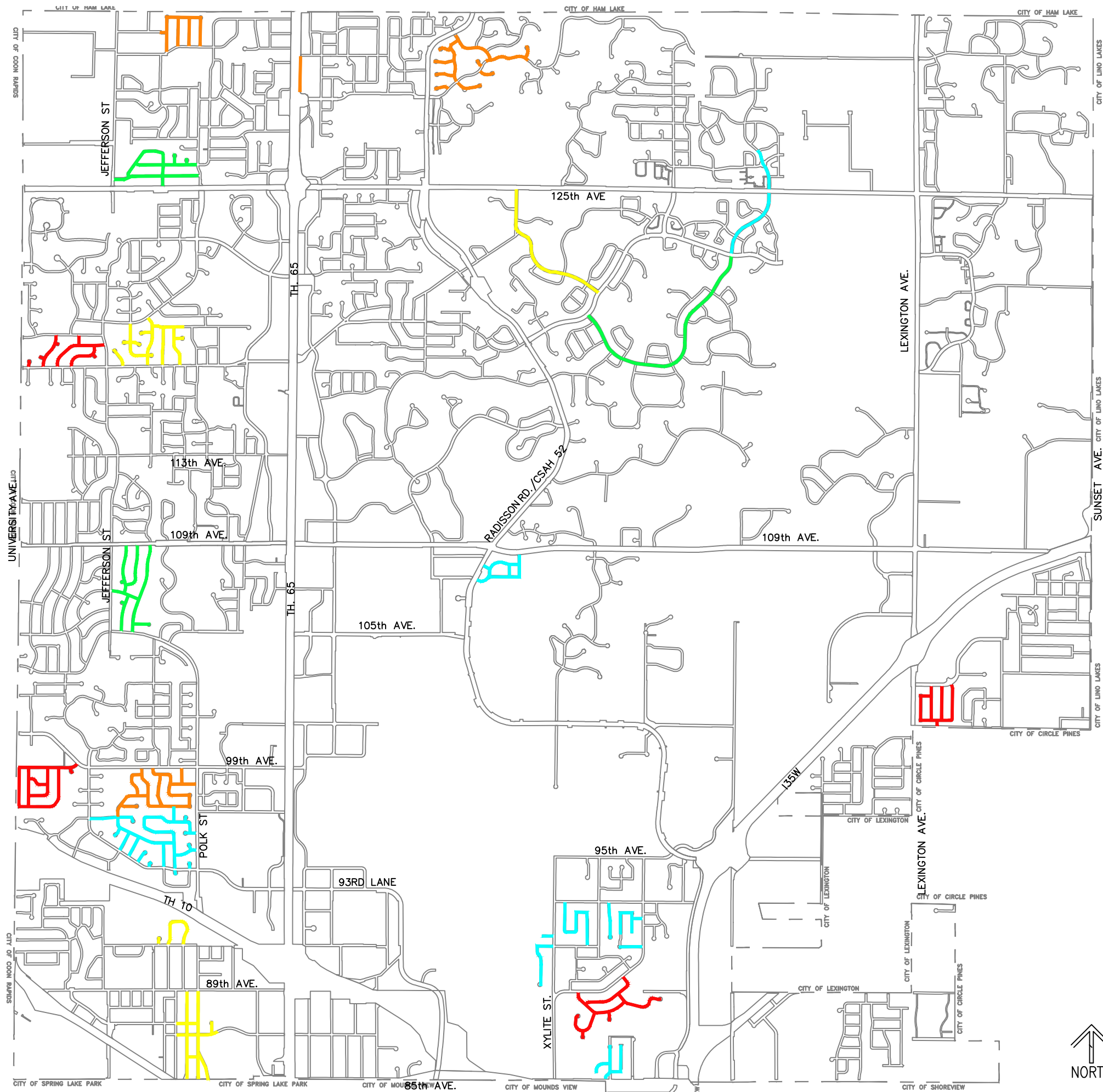
STREET PROJECTS SHOWN ARE SUBJECT TO CHANGE
BASED ON YEARLY EVALUATION OF STREET CONDITIONS.

PRINT DATE: 7/2/2025



ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172

Jul 02, 2025 - 2:21pm
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5 YEAR C.I.P.

CITY OF BLAINE

PAVEMENT MANAGEMENT PROGRAM

LEGEND

- 2026 PROJECTS
- 2027 PROJECTS
- 2028 PROJECTS
- 2029 PROJECTS
- 2030 PROJECTS

STREET PROJECTS SHOWN ARE SUBJECT TO CHANGE
BASED ON YEARLY EVALUATION OF STREET CONDITIONS.

PRINT DATE: 7/1/2025



ENGINEERING DEPARTMENT
10801 Town Square Drive, Blaine, Minnesota 55449
Phone (763) 785-6172



PAVEMENT MANAGEMENT POLICY

Adopted October 7, 2010, by Blaine City Council

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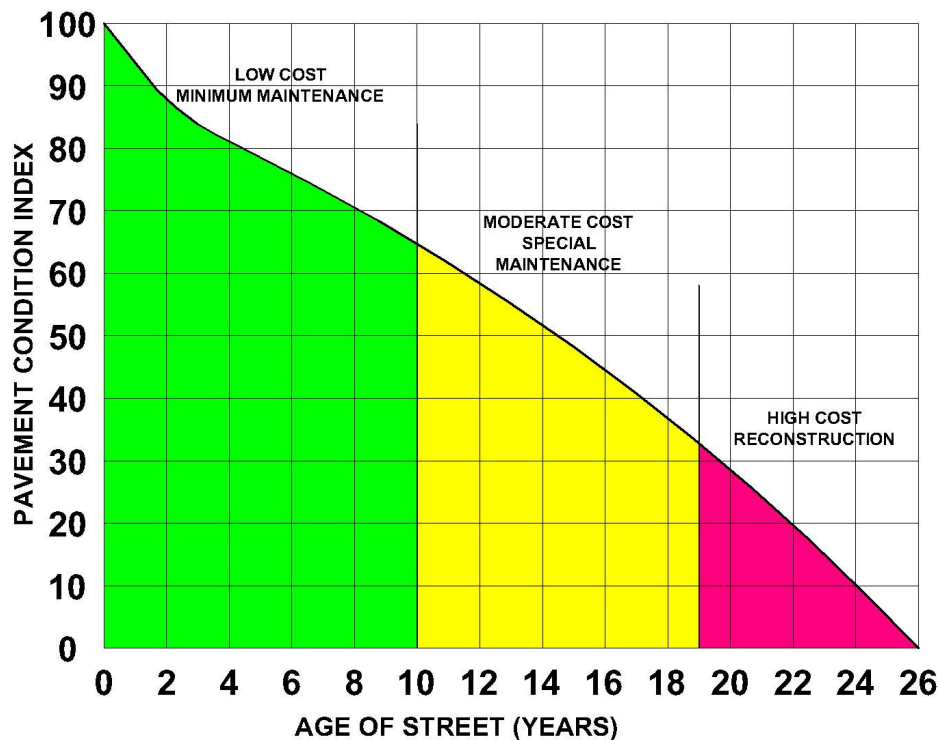
IV. PROCEDURES AND TIMELINE FOR STREET PROJECTS5

I. PURPOSE

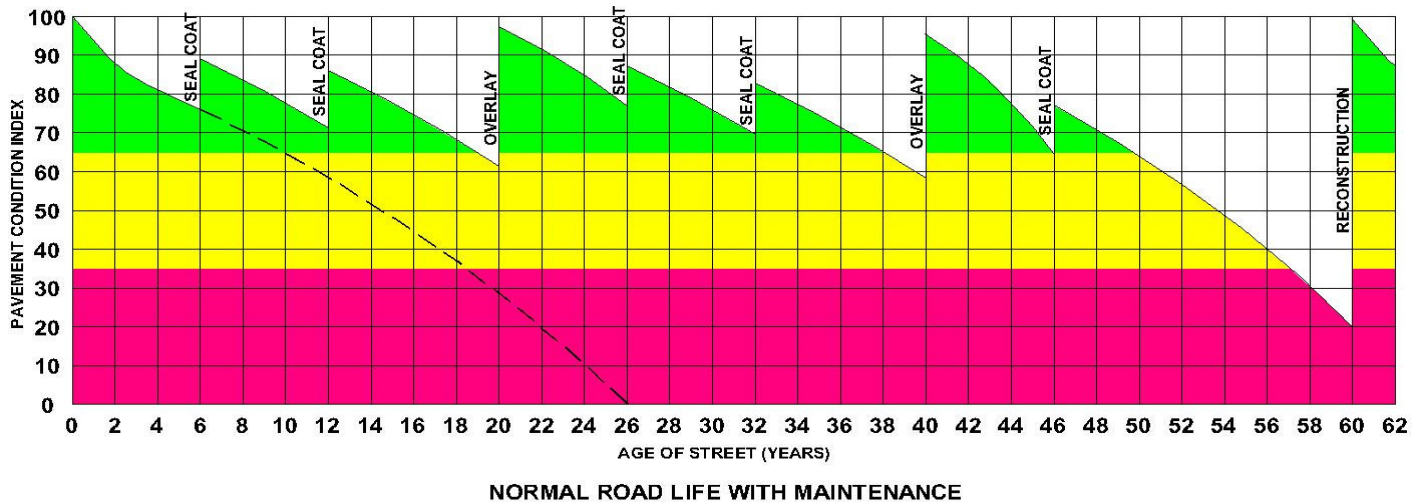
The City of Blaine has a commitment to its residents and the traveling public to maintain the over 230 miles of City streets in a condition that provides for functional, safe and efficient travel in a cost efficient manner.

All streets have a limited life span which can be lengthened by proper care and maintenance. Routine street maintenance activities such as crack sealing and pothole patching are the most visible and common activities. Streets also require more intensive periodic pavement maintenance throughout their life cycles in an effort to extend the overall expected life span of the street.

A street with little or no maintenance will typically last less than 25 years before it needs to be completely reconstructed. Many variables such as underlying soil conditions, street construction, traffic loads and storm water drainage can have dramatic effects on the overall life. By performing periodic pavement maintenance such as seal coats and bituminous overlays at the proper time a street's lifespan can be greatly increased. This periodic pavement maintenance is less costly to the residents and the City when compared to neglecting periodic pavement maintenance and simply reconstructing the street once it degrades to an unacceptable condition. Below are two charts which show life of a typical street with and without pavement maintenance.



NORMAL ROAD LIFE WITHOUT MAINTENANCE



The City of Blaine created a Pavement Management Program for the purpose of maintaining and rehabilitating the City streets to maximize the lifespan in a cost efficient manner. The program tracks street conditions, plans a schedule of pavement maintenance and rehabilitation and identifies funding sources. Funding for the Pavement Management Program is typically some combination of City funds, Municipal State Aid funds and assessments to benefitting properties as defined in the Public Improvement Special Assessment Policy.

This Pavement Management Policy is the blueprint for how the City will utilize the proper methods and techniques to address the periodic pavement maintenance needs in the most economical and efficient manner within the overall framework of the Pavement Management Program.

II. RATING AND RANKING OF STREETS

The City of Blaine Engineering Department monitors and evaluates the conditions of City streets yearly for defects such as fatigue, raveling or cracking of the pavement, potholes, soft spots, curb failure and storm water drainage issues. This monitoring is then coupled with the age of the streets, pavement thickness, traffic volume and previous maintenance history for use in developing a pavement condition rating system for the streets.

This rating system is used to determine when and what type of structural maintenance strategy would be most effective in extending a particular street's life expectancy while maximizing the City's return on the required capital investment.

III. PAVEMENT MAINTENANCE METHODS

1. Seal Coat

Seal coating is a preventative maintenance activity which involves spraying bituminous adhesive on the surface of existing pavement followed by the application of a cover of finely crushed aggregate. Seal coats do not provide any structural support to existing pavement surfaces, nor will they repair pavement that has reached a point of structural failure.

The primary reason to sealcoat a pavement is to protect the pavement from the deteriorating effects of sun and water. When an asphalt pavement is exposed to sun, wind and water, the asphalt hardens, or oxidizes. This causes the pavement to become more brittle. As a result, the pavement will crack easier when exposed to traffic and temperature changes. Cracking allows water to migrate below the pavement and into the gravel base which in turn can form potholes or soft spots in the road, further deteriorating the pavement.

A seal coat combats this situation by providing a waterproof membrane which not only slows down the oxidation process but also helps the pavement to shed water. A secondary benefit to seal coating is the increase in surface friction it provides. This is accomplished by the additional texture the cover of aggregate adds to the pavement.

Seal coats are paid for with City funds and are not assessed.

2. Bituminous Overlay

A bituminous overlay is a cost effective method to renew the structural integrity and extend the life a street by grinding off a portion of the existing pavement surface and constructing a new top layer of pavement. This method can be utilized on roadways where the existing bituminous surface is still generally structurally sound and no major deterioration of the gravel base under the bituminous has occurred.

If a roadway has been allowed to deteriorate to a point where the structural integrity of the existing bituminous surface is no longer viable or the gravel base has become degraded and compromised, a bituminous overlay will quickly fail. In these cases, more costly measures such as bituminous replacement or reconstruction are needed.

A bituminous overlay consists of:

- Milling of existing bituminous surface – a thin layer (1 to 1-1/2 inch) of the existing bituminous surface is ground off to create an even surface to ensure proper drainage and a smooth ride once new bituminous pavement is installed.
- Localized minor pothole and base layer repair – there may be some small areas where pavement and the underlying gravel base has failed and needs to be removed and replaced.
- Minor curb and gutter repair/replacement – localized areas where small sections of unacceptable curb and gutter have been damaged or failed and need to be removed and replaced.

- Installation of new bituminous surface – a new 1-1/2 to 2 inch mat of bituminous is paved across the entire roadway.

Bituminous overlays are paid for with a combination of City funds and assessments to benefitting properties as defined in the Special Assessment Policy.

3. Bituminous Replacement

A bituminous replacement involves the removal of the entire bituminous pavement surface. This method is typically used when the existing pavement has exceeded its lifespan and has become too damaged for a bituminous overlay but the gravel base, majority of curb and gutter and drainage systems are still in good to excellent condition.

A bituminous replacement consists of:

- Removal of existing bituminous pavement – the pavement is either removed or ground up and recycled for use as a gravel base for the new layer of bituminous pavement.
- Minor base layer repair - there may be some areas where the underlying gravel base has failed and needs to be removed and replaced.
- Replacement of curb and gutter – all unacceptable curb and gutter will be removed and replaced.
- Minor storm sewer system repair – minor repairs to catch basins or storm sewer manholes.

Bituminous replacements are paid for with a combination of City funds and assessments to benefitting properties as defined in the Special Assessment Policy.

4. Partial Reconstruction

A partial reconstruction involves significant reconstruction of an existing road. This method is typically used when the existing pavement has failed and the gravel base has damage or structural deficiencies which makes it unsuitable for a bituminous replacement. Partial reconstructions also typically occur when significant storm sewer system repairs and/or significant curb replacement is required.

A partial reconstruction consists of:

- Removal of existing bituminous pavement – the pavement is either removed or ground up for use as a gravel base for the new layer of bituminous pavement.
- Base layer repair – repair or replace gravel base where necessary, also includes minor subgrade correction if needed.
- Replacement of unacceptable curb and gutter – all unacceptable curb and gutter will be removed and replaced.
- Minor storm sewer system repair – minor repairs or replacements to catch basins or storm sewer manholes and storm sewer pipe.

Partial reconstructions are paid for with a combination of City funds and assessments to benefitting properties as defined in the Special Assessment Policy.

5. Complete Reconstruction

A complete reconstruction involves full reconstruction of an existing road. This method is typically used when the existing pavement has failed and the gravel base has significant damage or structural deficiencies and, if present, the existing storm sewer system and/or curb and gutter has failed or is in poor condition. This method is also used when significant changes to the existing road type, profile or width are required. For example, the reconstruction of a rural section road with no curb and gutter or storm sewer into an urban section road with curb and gutter and storm sewer.

A complete reconstruction consists of:

- Removal of existing bituminous pavement – the pavement is either removed or ground up and recycled for use as a gravel base for the new layer of bituminous pavement.
- Base and subgrade – grade changes, repair and replacement of subgrade and base layer.
- Installation of curb and gutter – installation of new curb and gutter on entire road.
- Storm sewer – Upgrade or replace existing storm sewer system as required or installation of new storm sewer system if none present.

Complete reconstructions are paid for with a combination of City funds and assessments to benefitting properties as defined in the Special Assessment Policy.

IV. PROCEDURES AND TIMELINE FOR STREET PROJECTS

As a part of the Street Improvement Program, the Engineering Department determines which streets will be a part of that year's street improvement project and what maintenance methods will be utilized on each street. Some factors which are considered in determining candidates for the yearly street improvement project are, but not limited to, the following:

- Pavement structural condition and rating
- Yearly routine maintenance costs (such as pothole patching and crack sealing)
- Traffic volumes
- Condition/effectiveness of existing storm water drainage system
- Elimination of hazardous conditions or potential for adding safety improvements
- Available funding sources and efficient use of said funds

The physical condition of the pavement on a street is not always the determining factor as to when it will be included in a yearly street improvement project. For example, it may be a better use of limited funds and resources to select a road that is in need of a bituminous overlay over

one that needs a partial reconstruction. A street needing a bituminous overlay can quickly degrade over one or two winters to a point where it requires a much more expensive partial reconstruction whereas waiting an additional year or two to reconstruct a street needing a partial reconstruction will not increase costs to a significant degree.

The condition and age or lack of the underground utilities such as sanitary sewer and water main that lie below the street is also taken into account when determining when or what course of action to take with a particular street.

Below is an outline of the typical pavement management project timeline:

- June - July
 - Engineering Dept. selects streets for following year's street project.
 - Hold open house meeting to present proposed project to affected property owners.
 - City Council initiates preparation of a Feasibility Report.
- August - September
 - Preparation of Feasibility Report and street survey work (if needed).
 - Present Feasibility Report to City Council for acceptance.
 - City Council accepts Feasibility Report, holds Improvement Hearing and orders the improvements.
- October - February
 - Engineering Dept. prepares plans and specifications and presents to City Council.
 - City Council authorizes project for bidding.
- February – March
 - Project bidding and award of project.
- Spring to Fall (construction season is weather dependent but typically runs late April to end of October)
 - Construct street improvement project.



PUBLIC IMPROVEMENT SPECIAL ASSESSMENT POLICY

Adopted May 2, 1991, by Blaine City Council

Amended as follows:

- 09/05/91 - Paragraph III.6.C, Page 6
- 02/02/95 - Resolution No. 95-28, Exhibit V
- 04/01/99 - Paragraph IV.6.B, Page 9
- 10/07/10 - Added methods and rules for assessing street improvement projects initiated under the Pavement Management Policy.
Miscellaneous language changes and clarifications.
- 05/03/12 - Paragraph II.5.d, page 4,
Remove paragraph III.9.b,
Miscellaneous language changes and clarifications.
- 08/16/12 - Amended Resolution No. 78-28 – A Resolution Authorizing Deferrals Of Special Assessments for Certain Senior Citizens.
- 01/24/19 - Changed residential street assessment rate, established flat rate for bituminous replacement, miscellaneous language changes and clarifications.
- 08/05/19 - Amended Resolution No. 78-28 – A Resolution Authorizing Derferrals of Special Assessments

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EXHIBITS

Exhibit I	Special Assessment Payment Options
Exhibit II	1990 Typical Assessment Rates
Exhibit III	Resolution No. 12-112, Amending Resolution No. 78-28 - A Resolution Authorizing Deferrals of Special Assessments for Certain Senior Citizens
Exhibit IV	Resolution No. 91-53, Resolution Approving Public Improvement Special Assessment Policies
Exhibit V	Resolution No. 95-28, Resolution Amending Special Assessment Policy
Exhibit VI	Resolution No. 10-88, Resolution Amending Special Assessment Policy
Exhibit VII	Resolution No. 12-057, Resolution Amending Special Assessment Policy
Exhibit VIII	Resolution No. 19-09, Resolution Amending Special Assessment Policy
Exhibit IX	Resolution No. 19-126 Amending Resolution No. 78-28 - A Resolution Authorizing Deferrals of Special Assessments

I. GENERAL

Minnesota State Law, Chapter 429 provides a municipality the authority “to levy and collect assessments for local improvements upon property benefited thereby” for public improvements such as sanitary sewer; storm drainage; water source, storage, and distribution facilities; street improvements including grading, curb and gutter, and surfacing; sidewalks; trails; sound barriers; street lighting; recreational facilities; etc. To ensure full protection for property owners, state law and courts applying the law insist on following a strict set of procedural requirements when assessing a local improvement project. This policy statement summarizes Chapter 429 special assessment procedures and also details project cost apportionment procedures.

1. The Theory of Special Assessments

Special assessments are a compulsory charge for a particular improvement or service which benefits the owners of certain properties and which are also undertaken in the interest of the public. Special assessments have three distinct characteristics:

- a) They are a compulsory levy used to finance or partially finance a particular public improvement program.
- b) The levy is charged only against those particular parcels of property deemed to receive a special benefit from the program.
- c) The amount of the charge bears a direct relationship to the value of the benefits the property receives.

Special assessments are imposed only on real estate. They are never levied against personal or movable property. In theory, special assessments are frequently regarded as more equitable than property taxes because those who pay them obtain direct benefits from the improvements undertaken and because they are not a function of the relative value of homes or buildings.

2. Special Assessment Uses

Special assessments have three important applications:

- a) The first and most popular use is for financing new public improvements, particularly when new tracts of land are being converted to urban use. In this application, they are frequently used to pay for sanitary sewer, storm drainage, water source, storage, and distribution facilities, street improvements including grading, curb and gutter, and surfacing, sidewalks, trails, street lighting, recreational facilities, etc.
- b) Special assessments may also be used to finance the cost of major public reconstruction programs. Large-scale repairs and maintenance operations on streets, sidewalks, trails, water mains, sanitary sewers, storm drainage, and similar facilities can and often should be financed with special assessments.
- c) Special assessments can also be utilized in the redevelopment of existing neighborhoods when areas are confronted with progressive deterioration, or even when presently sound, neighborhoods can be made more desirable through the development of parks,

playgrounds, tree plantings, and new street patterns, the City can utilize special assessments to good advantage.

3. Summary of Steps in Special Assessment Proceedings

- a) **Initiation of Proceedings:** This may be done either by the Council on its own initiative or by the Council accepting a petition submitted by affected property owners. If the petition is used, it must be signed by the owners representing at least 35% in frontage of the property bordering on the proposed improvements. If the Council acts originally on its own initiative, a simple majority is needed to initiate the proceedings. In initiating proceedings, or in accepting a petition requesting such proceedings, the Council may simultaneously order a Feasibility Report on the proposed improvement.
- b) **Preparation of a Report:** The law requires a report on the feasibility of the proposal be prepared by the City Engineer or by some other competent person selected by the Council. It must cover such factors as the need for the project, an estimate of cost, and any other information thought pertinent and necessary for complete Council consideration.
- c) **Public Hearing:** A hearing is held (see exception below) after notice of the hearing is published in the official newspaper and mailed to each property owner proposed to be assessed. The notice states the time and place of the hearing, the general nature of the improvement, the estimated cost, and the area proposed to be assessed. All interested persons should have a chance to be heard at the hearing. This public hearing step may be omitted when a petition requesting the improvement has been signed by 100% of the affected landowners.
- d) **Ordering the Improvement and Preparation of Plans:** The resolution ordering the improvement may be passed by a simple majority of the Council if proceedings were originally initiated by petition. If not, the resolution must be adopted by an affirmative vote by at least four-fifths (6 of 7) of the Council.
- e) **Preparation of Plans, Awarding Bids:** Upon completion, the plans and specifications must be approved by the Council prior to ordering advertisement for bids. Upon taking bids, the Council then awards a contract and construction proceeds.
- f) **Preparation of Proposed Assessment Rolls:** Assessment rolls are lists of benefited properties prepared for each assessment project. They should contain an identification of each parcel of property, and the amount of the proposed assessment apportioned to each parcel.
- g) **Public Hearing on the Proposed Assessment:** The purpose of this hearing, normally conducted after an improvement project is substantially completed, is to give affected property owners an opportunity to be heard on the matter of the actual assessments proposed to be levied. Notice must be published in the official newspaper and mailed to each property owner prior to the hearing date. This assessment hearing may also be held prior to awarding the contract, with the understanding that the adopted assessment roll may not be varied to reflect higher than estimated actual project costs.
- h) **Approval and Certification of Assessment Rolls:** After the assessment hearing, the roll must be officially adopted by a Council resolution and then certified to the County Auditor for levy and collection.

- i) ***Financing the Improvement:*** Most special assessments may be paid over a period of several years. Consequently, necessary funds are generally obtained through bonds issued at the time the improvement is made. The bonds are then paid as funds become available through collection of the assessments and any taxes levied for the purpose of paying the bonded debt. The bonds are guaranteed by the pledge of a property tax levy to cover any shortfall in funding.

II. POLICY STATEMENT

It is the overriding policy that development shall occur, whenever practical and reasonable, in a planned and contiguous fashion. "Leap frogging" development leading to community sprawl and associated higher infrastructure and operation costs is to be avoided.

It is further the policy that all properties shall pay a fair share of the cost of local improvements as those properties benefit. It is intended that no property shall be provided the benefits of improvements without paying for them.

III. POLICIES RELATING TO SPECIAL ASSESSMENTS

1. Assessment Limitations

The total of assessments cannot exceed the project cost and must be apportioned equally within properties having the same general land use (residential and institutional, multiple family, and commercial, or industrial), based on benefit. Total assessment against any particular property may not exceed benefit to that property with benefit being defined as the increase in market value of the property because of the improvement. Project cost may include part or all of the cost of previously installed projects not previously assessed.

2. Assessment Period

Improvements installed to serve a new residential subdivision and petitioned for by the Developer shall be assessed for a period up to five years. Improvements to serve new commercial and industrial subdivisions petitioned for by the Developer shall be assessed for a period up to ten years. Assessments for improvements not included as part of a Developer's development shall be assessed for a ten-year period. Assessments for street improvement projects shall be assessed for a fifteen-year period except for bituminous overlays and bituminous replacements which shall be assessed for a five-year period.

3. Interest Rate

The interest rate will be calculated annually by the Blaine Finance Department.

4. Indexes

A construction cost index may be used in the special assessment process. The construction cost index is a number computed by “Engineering News Record” (ENR index) derived from prices of construction materials, labor, and equipment for the Minneapolis area.

5. Properties Not Assessed

Special assessments will not be levied against properties described as follows:

- a) Lands deemed unbuildable by virtue of laws, lawful regulations, or economic analysis relating to soil characteristics and/or lying within the flood plain of major drainage channels and/or wetlands.
- b) Drainage basins (defined by public easements) and major drainage ditch easements such as Sand Creek, Coon Creek, Pleasure Creek, Spring Brook, and Rice Creek.
- c) All right-of-way of U.S. and State highways, County roads, and City streets.
- d) All City owned property that is maintained and operated out of the City’s General Fund Budget.
- e) Railroad right-of-ways and other major transportation right-of-ways (i.e., rapid transit).

6. Methods of Assessment

Past practice in Blaine reflects use of three methods of assessments. Any of the three methods or combination of methods may be used for a particular project.

The special assessment method and policies summarized herein cannot be considered as all-inclusive; unusual circumstances may at times justify special considerations. Also, any fixed cost data and rates may be adjusted from year to year by the ENR Construction Index. Decisions to assess costs will be evaluated against costs to administer.

- a) **Area Method:** The area to be assessed is the total land area, including easements, in acres of a property lying within a utility service district or project area, and including rights-of-way within a plat, but otherwise excluding those areas as described under “Properties Not Assessed”. The types of improvements generally assessed on this basis are:
 - Sanitary Sewer Trunk/Subtrunk:
 - Residential: Sanitary Sewer 10” and larger or 12’ depth or greater.
 - Commercial/Industrial: Sanitary Sewer 12” and larger or 12’ depth and greater.
 - Sewer Lift Stations and Forcemains
 - Storm Drainage

If the City Council elects to assess a particular improvement on the basis of acreage, the acreage assessment shall be calculated as follows:

- i. The Assessment Cost of the improvement shall be divided by the total assessable acreage for the improvement, as determined under this policy. The quotient of this shall be the Calculated Assessment Rate.

- ii. The Calculated Assessment Rate shall then be multiplied by each parcel's total assessable acreage and the product will be each parcel's assessment for the improvement.

- b) **Unit Method (Lot, Building Site):** Unit is a building site or lot in a residential, commercial, or industrial zone that cannot be further subdivided, i.e., in single family, zoned R-1, the minimum lot is 80' x 125'. The types of improvements generally assessed on this basis are lateral water, lateral sanitary sewer, street and storm drainage improvements for individual subdivisions of residential, industrial, and commercial properties.

Equivalent Unit/Lot: Parcels larger than the minimum allowable unit/lot will be assessed a cost equivalent to the whole number of minimum allowable lots they would yield if subdivided. The location of principal buildings on parcels shall be factored into the determination of equivalent units.

If the City Council elects to assess a particular improvement on the basis of the unit method, the unit/lot assessment shall be calculated as follows:

- i. The Assessment Cost of the improvement shall be divided by the total front footage for the improvement, as determined under this policy. The quotient of this shall be the Calculated Assessment Rate.
 - ii. The Calculated Assessment Rate shall be multiplied by the total assessable footage for the improvement and the resulting product will be the Total Assessment.
 - iii. The Total Assessment will then be divided by the number of assessable lots/units and the quotient will be the lot/unit assessment for each lot/unit.
 - iv. All properties of a similar nature on an improvement project will be grouped together for purposes of calculating assessments using the Unit Method. As such there may be differing unit assessments on an improvement project based on the different property types present.
- c) **Front Footage Method:** Lateral water, lateral sanitary sewer, street, and storm drainage improvements for subdivision of residential, industrial, and commercial properties may be assessed on the front footage (width) of the parcel. In addition, corner Industrial and Commercial properties, multi-family residential properties of 5 units/acre or greater density (i.e. apartments), and manufactured home parks will be assessed for any improvement on each side abutting the property. A 150 foot corner lot credit will be given on the long side of the property. This method would generally be utilized when the lot unit basis is determined to be inappropriate.
- i. Generally the front footage of the parcel is considered the lot width at the right of way line with the exception of irregularly shaped lots. Irregularly shaped lots will be considered on an individual basis. Such lots will be measured and assessed on their average width, with the lot width at the set back line taken into consideration where appropriate.
 - ii. The Assessment Cost of the improvement shall be divided by the total front footage for the improvement, as determined under this policy. The quotient of this shall be the Calculated Assessment Rate.
 - iii. The Calculated Assessment Rate shall be multiplied by the assessable footage for each individual parcel and the resulting product will be the parcel's assessment.

7. Methods of Assessment for Street Improvement Projects

For the purposes of this policy, Street Improvement Projects are defined as improvement projects to repair, replace, or upgrade existing City streets and the associated infrastructure such as associated storm water treatment systems. Street Improvement Projects do not include construction of new streets, sanitary sewer, water main, or trunk utility projects. The four types of Street Improvements Projects and a general description of work involved are as follows:

Complete Reconstruction – includes installation of new storm sewer, grade changes, major subgrade and base corrections, installation of curb and gutter and installation of new bituminous pavement.

Partial Reconstruction – includes repair and minor upgrades to existing storm sewer, subgrade and base corrections, replacement of damaged curb and gutter and installation of new bituminous pavement.

Bituminous Replacement – includes removal or in place full depth recycling of existing pavement, minor base corrections, replacement of damaged curb and gutter (generally less than 15% of the total curb and gutter) and installation of new bituminous pavement.

Bituminous Overlay – includes milling of existing bituminous pavement surface, localized minor pothole and base layer repair and installation of new bituminous pavement.

Street Improvement Projects will be assessed based on the methods of assessment identified under **Section III.6 - Methods of Assessment** with the following exceptions:

- a) The Assessment Cost shall be thirty five percent (35%) of the total cost of the improvement project for projects identified as Complete Reconstruction and Partial Reconstruction for all benefitting properties unless otherwise specified below.
 - i. For multi-family residential properties with greater than 5 units/acre density, manufactured home parks and commercial/industrial properties the Assessment Cost shall be one half (50%) of the total cost of the improvement project for projects identified as Complete Reconstruction and Partial Reconstruction.
 - ii. All single family residential properties along Municipal State Aid streets, collector streets and county roads will be assessed for thirty five percent (35%) of the total cost of the project minus oversizing costs. Oversizing costs are defined as costs incurred in excess of what would be required for a City standard 29-foot wide residential roadway.
 - iii. Bituminous overlay projects will be assessed a flat rate of \$500 per residential lot unit for parcels zoned single family residential. Parcels larger than the minimum allowable unit/lot will be assessed a cost equivalent to the whole number of minimum allowable lots they would yield if subdivided. The location of principal buildings on parcels shall be factored into the determination of equivalent units. An assessment rate of \$10 per front foot will be used for all multi-family residential properties with greater than 5 units/acre density, manufactured home parks, commercial/industrial

properties and properties not zoned single family residential. The rates are based on 2011 construction costs and will be indexed for inflation as identified in **Section III.4 – Indexes** and published yearly as an Exhibit to this Policy.

- iv. Bituminous Replacement projects will be assessed a flat rate of \$1,400 per residential lot unit for parcels zoned single family residential. Parcels larger than the minimum allowable unit/lot will be assessed a cost equivalent to the whole number of minimum allowable lots they would yield if subdivided. The location of principal buildings on parcels shall be factored into the determination of equivalent units. An assessment rate of \$27 per front foot will be used for all multi-family residential properties with greater than 5 units/acre density, manufactured home parks, commercial/industrial properties and properties not zoned single family residential. The rates are based on 2019 construction costs and will be indexed for inflation as identified in **Section III.4 – Indexes** and published yearly as an Exhibit to this Policy.

8. **Assessment Cost**

The assessment cost is the total cost of the improvement project and includes the following:

- a) **Contract Cost:** Amount paid to contractors for constructing the improvement.
- b) **Financing Costs:** Amounts paid for bond counsel, bond sales costs, and interest, starting with payment to the contractor until the assessment roll is approved by the City Council. The interest rate will be set by the Finance Director.
- c) **Other Costs:** Project costs such as advertising, administration, engineering, legal, and right-of-way acquisition.

9. **Assessment Deferrals:**

Minnesota State Law, Chapter 435 provides a municipality the authority to defer special assessments for homestead property under certain hardship criteria.

- a) A determination by the Council allows a property owner who is a senior citizen, a person with permanent total disability or in active military service to defer special assessments if the property owners meet the criteria as established by Council resolution.

IV. **PROCEDURES RELATING TO APPORTIONMENT**

1. **Sanitary Sewer Trunk**

Sanitary sewer trunk costs are apportioned throughout the gross area that is served by the trunk facility (see Area Method in Section III.6). The costs are uniformly apportioned to each parcel in proportion to parcel area. In a residential plat, the gross area of the plat is multiplied by the assessment cost/acre and that amount divided by the number of unit/lots and equivalent unit/lots in the plat.

2. Sanitary Sewer Lateral

Sanitary sewer lateral costs are apportioned to the properties served by the lateral sanitary sewer by dividing the assessment cost by the front footage of the benefiting properties or by dividing the assessment cost by the number of benefiting unit/lots (including equivalent unit/lots).

Where lateral service is also provided by a trunk, the properties so served are assessed a “typical” lateral cost similar to other properties served by a lateral. Credit for such “typical” lateral assessments shall be deducted from the cost of the sanitary sewer trunk.

3. Water Main Trunk, Source, and Storage

Water main trunk, source, storage, and oversizing costs are paid from the Utility Fund. The Utility Fund receives moneys collected from connection charges called Water Access Charges (WAC) levied whenever a building is connected to the City water system. The rate of the WAC is established by the City Council.

4. Water Lateral

Water lateral costs are apportioned to the properties served by the lateral water main by dividing the assessment costs by the front footage of the benefiting properties or by dividing the assessment cost by the number of benefiting unit/lots (including equivalent unit/lots).

Where lateral service is provided by a trunk, the properties so served are assessed a “typical” lateral cost similar to other properties served by a lateral.

NOTE: Reconstruction of sanitary sewer and water main utility systems is to be paid by the Utility Fund, however, should funds not be sufficient, the above procedures would be utilized.

5. Storm Drainage Area Improvements

New or reconstructed storm drainage area improvement costs are apportioned throughout the gross area that is served by the storm drainage improvement. The costs are uniformly apportioned to each parcel in proportion to parcel area. In a residential plat, the gross area of the plat is multiplied by the assessment cost/acre and that amount divided by the number of unit/lots and equivalent unit/lots in the plat.

6. Streets

- a) New street costs are apportioned to the properties served by the street improvement by dividing the entire cost of the street improvement by the front footage of the benefiting properties (including equivalent unit/lots) or by dividing the cost of the street improvement by the number of benefiting unit/lots (including equivalent unit/lots).
- b) Reconstructed street costs for projects are apportioned to the properties served by the street improvement as defined in **Section III.7**.
- c) Residential zoned properties are considered to be served by a street, and thus eligible for being assessed for an improvement project based on the following qualifications:

- The property has a driveway connection to the street.
 - If multiple driveways connect to multiple streets, the address of the property will determine which street serves the property for assessment eligibility purposes.
- d) Commercial and Industrial zoned properties, multi-family residential properties with greater than 5 units/acre density and manufactured home parks are considered served by a street, and thus eligible for assessment based on the following qualifications:
- The property has frontage abutting the street.
 - The property has a driveway connection to a street.
 - Corner lots will be assessed for each street abutting the property. A 150 foot corner lot credit will be given on the long side of the property when assessed on the long side.
- e) The life expectancies of various street pavement procedures differ. If an additional improvement is needed to a street that has had a previously assessed street improvement, the new assessments shall be prorated by the percentage of years the previous improvement has lasted when compared to the life expectancies shown below.

PAVEMENT PROCEDURE	EXPECTED LIFE (YEARS)
Complete Reconstruction	20
Partial Reconstruction	20
Bituminous Replacement	15
Bituminous Overlay	10

7. Sidewalks and Trails

The costs of sidewalks and trails constructed along Municipal State Aid streets, county highways, or state highways shall be paid from Municipal State Aid Funds or other funding source. The cost of all other sidewalks and trails may be assessed against the benefiting property on a unit/lot basis or front footage basis. Costs for repair or replacement of existing sidewalks or trails as a part of a street improvement project will be included as a part of the street improvement project assessment.

EXHIBIT I

SPECIAL ASSESSMENT PAYMENT OPTIONS

1. Payment in full to the City of Blaine within thirty (30) days from the date the assessment roll is approved.
2. Partial prepayment in the amount of at least ten percent (10%) of the total assessment made to the City of Blaine within thirty (30) days from the date the assessment roll is approved.
3. Payment with tax statement to the Anoka County Treasurer in annual installments extending over a period of years determined at the assessment hearing with interest on the unpaid balance at the rate adopted at the assessment hearing.
4. Payment prior to November 15 of any year to the City of Blaine of the remaining principal after payment of the current installment, with no further interest charged on the remaining principal.

EXHIBIT II

1990 TYPICAL ASSESSMENT RATES

1.	Residential Street	\$1,834 / Lot
2.	Commercial/Industrial Street	\$39.18 / Front Foot
3.	Sanitary Trunk	\$1,500 / Acre
4.	Sanitary Lateral	\$1,769 / Lot
5.	Sanitary Service 4 inch	\$343 / Lot
	Sanitary Service 6 inch	\$604 / Lot
6.	Water Lateral	\$1,560 / Lot
7.	Water Service 1-inch.....	\$422 / Lot
	Water Service 2-inch.....	\$891 / Lot
	Water Service 6-inch.....	\$1,316 / Lot
8.	Storm Sewer	\$2,648 / Lot

EXHIBIT III

RESOLUTION NO. 78-28

Resolution Authorizing Deferrals of Special Assessments for Certain Senior Citizens

EXHIBIT III

CITY OF BLAINE

RESOLUTION NO. 78-28

A RESOLUTION AUTHORIZING DEFERRALS OF SPECIAL ASSESSMENTS FOR CERTAIN SENIOR CITIZENS

WHEREAS, Minnesota Statutes authorize cities to defer special assessment payments for certain senior citizens, and

WHEREAS, said deferment of assessments may be permitted at the discretion of the City Council, and

WHEREAS, the City Council of the City of Blaine finds and determines that deferral of special assessments for certain senior citizens is in the public interest, and

WHEREAS, it is necessary and proper that the City Council set forth its general policies and guidelines for granting said deferrals of special assessments for senior citizens;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Blaine does endorse the principle of deferment of special assessments for senior citizens where the payment of said special assessments constitute a hardship.

BE IT FURTHER RESOLVED that the City Council's policy and procedures for granting said senior citizen special assessment deferments shall be based upon the following factors:

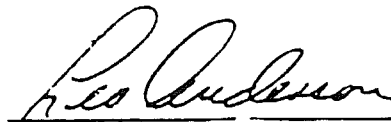
1. The property must be homestead property.
2. The owner must be at least 65 years of age or older and in the case of husband and wife, one member must meet this age requirement.
3. The owner will make application for deferred payments on forms prescribed by the Anoka County Auditor and will make application to the City of Blaine on forms provided by the City.
4. The application for said deferral should be made at the time the project is authorized and in all cases it must be made before the final assessment rolls are approved by the City Council.
5. The City Council will consider each application on an individual basis; however, the Council's general policy is to grant senior citizen hardship special assessment deferrals when the annual payment for the special assessment exceeds 2% of the adjusted gross income of the owner as determined by the most recent Federal income tax.

6. The deferral will be terminated when any of the following happen:

- a. The death of the owner, provided that the surviving spouse is not otherwise eligible for the benefits.
- b. The sale, transfer or subdivision of the property or any part thereof.
- c. Loss of homestead status.
- d. The City Council determines that the further deferments are not in the public interest.

7. The City Manager has the responsibility and authority to administer and interpret this Resolution within the guidelines set forth herein.

PASSED by the City Council of the City of Blaine this 2nd, day of March, 1978.



Leo Anderson
President Pro Tem

Attest:



Joyce Twistol
City Clerk

EXHIBIT IV

RESOLUTION NO. 91-53 Resolution Approving Public Improvement Special Assessment Policies

CITY OF BLAINE

RESOLUTION NO. 91-53

RESOLUTION APPROVING PUBLIC IMPROVEMENT
SPECIAL ASSESSMENT POLICIES

WHEREAS, the City Council is cognizant of the need for a written policy to determine special assessments of city improvements, and

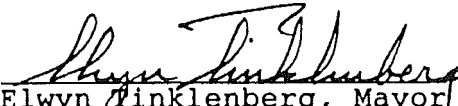
WHEREAS, the City Council has directed a policy be written to provide for uniform and consistent assessments to properties, and

WHEREAS, it is the overriding policy of the City Council, to be more completely expressed through adoption of the Blaine 2010 Comprehensive Plan, that development and growth of the City shall occur in a logical, planned process managed by the City Council for the benefit of the entire community, rather than driven by the economic interests of a few, and

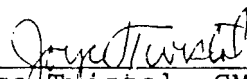
WHEREAS, the City Council, within such overriding policy, determines generally that non-contiguous development of land by developers, popularly known as "leapfrogging," shall be discouraged, subject to reasonable examination of any alleged extenuating circumstances.

NOW, THEREFORE, BE IT RESOLVED, in the context of the foregoing, that the Blaine City Council hereby adopts the Special Assessment Manual entitled "Public Improvement Special Assessment Policies" dated May 2, 1991.

PASSED by the Blaine City Council this 2nd day of May, 1991.


Elwyn Zinklenberg, Mayor

ATTEST:


Joyce Twistol, CMC, City Clerk

Council Action 91-175

EXHIBIT V

RESOLUTION NO. 95-28

Resolution Amending Special Assessment Policy

CITY OF BLAINE

RESOLUTION NO. 95-28

RESOLUTION AMENDING SPECIAL ASSESSMENT POLICY

WHEREAS, the City Council on May 2, 1991 adopted and on September 5, 1991 amended a special assessment policy in order to standardize procedures for determining special assessments for City Council authorized public improvement projects; and

WHEREAS, following considerable study the City Council throughout early 1994 determined to modify and amend the adopted special assessment policy for residentially zoned properties abutting certain existing streets referred to as the "street framework system" located in the area bounded by Interstate 35W on the east, 85th Avenue on the south, Metropolitan Airport property on the west, and 95th Avenue on the north; and

WHEREAS, the "street framework system" consists of the following existing and proposed streets:

- a. 95th Avenue from Xylite Street to I-35W frontage road
- b. 93rd Avenue from MAC property to I-35W frontage road
- c. 91st Avenue from MAC property to Flanders Street
- d. Xylite Street from 85th Avenue to 95th Avenue (except industrial property westerly of Xylite Street)
- e. Bataan Street from 90th Lane to 95th Avenue
- f. Flanders Street from 91st Avenue to 95th Avenue
- g. Jamestown Street from 93rd Avenue to 95th Avenue
- h. Coral Sea Street from 85th Avenue to Judicial Ditch 1
- i. Edison Street from 85th Avenue to Judicial Ditch 1
- j. 89th Avenue/Flanders Street from Xylite Street to 91st Avenue
- k. Zumbrota Street from 90th Lane to 91st Avenue l.
90th Lane from Zumbrota Street to Bataan Street; and

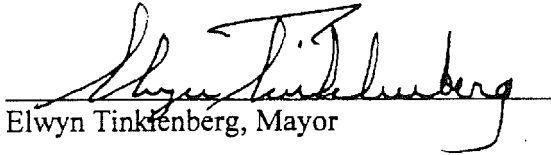
WHEREAS, the Council has determined that it is in the public interest to subsidize the costs of sanitary sewer trunk and lateral and services, watermain lateral and services, storm sewer and drainage systems including requirements for storage and quality control, and street surface improvements for residential lot units abutting the "street framework system".

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine to amend the adopted special assessment policy as follows:

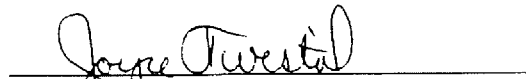
1. The cost of public improvements for residential lot units abutting the "street framework system" shall be subsidized to the extent that the total assessment for public improvements serving each such lot unit shall be set at \$11,000 in calendar year 1994 and indexed annually thereafter based on the Construction Price Index.

2. A non-subdividable property abutting the "street framework system" will be assessed no more than 1.3 lot units. If, as a result of purchase of additional land, razing of structures, or other circumstance, an additional lot or lots are created, such newly created lots will be assessed at the indexed special assessment rate.
3. Residentially zoned properties abutting the "street framework system" having land in excess of that required for a minimum lot size per city ordinance (except such properties in the SE ¼ of the NW ¼ of Section 34 and the N ½ of the SW ¼ of Section 34) will not be assessed indexed trunk sanitary sewer charges or indexed storm sewer charges until such excess land is further subdivided.
4. Any previously assessed lot unit abutting the "street framework system" needed for public access to the interior of the "street framework system" shall be reimbursed at the indexed special assessment rate in effect at the time such lot unit is conveyed for public purposes.

PASSED by the City Council of the City of Blaine this 2nd day of February, 1995.


Elwyn Tinkenberg, Mayor

ATTEST:


Joyce Twistol, CMC, City Clerk

Council Action: 95-39

EXHIBIT VI

RESOLUTION NO. 10-88 Resolution Amending Special Assessment Policy

CITY OF BLAINE

RESOLUTION NO. 10-88

**AMENDING PUBLIC IMPROVEMENT
SPECIAL ASSESSMENT POLICY**

WHEREAS, on May 2, 1991, City Council approved Resolution No. 91-53 adopting a Public Improvement Special Assessment Policy in order to standardize procedures for determining special assessments for City Council authorized public improvement projects; and

WHEREAS, subsequent amendments were adopted in September 1991, February 1995 and April 1999 which were incorporated into the adopted policy; and

WHEREAS, the City Council has determined that it is in the public interest to implement a Pavement Management Policy to maintain City streets in a cost-efficient manner and provide the public with functional, safe and efficient travel; and

WHEREAS, three public open house meetings were held to receive citizen feedback on the Pavement Management Program, Pavement Management Policy and revised Special Assessment Policy; and

WHEREAS, the implementation of a Pavement Management Policy will require changes and updates to the existing Public Improvement Special Assessment Policy.

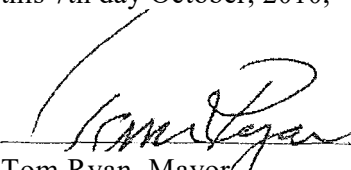
NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine to amend the adopted Public Improvement Special Assessment Policy as follows:

1. The Assessment Cost shall be one-fourth (25%) of the total cost of the improvement project for projects identified as Complete Reconstruction, Partial Reconstruction and Bituminous Replacement for all benefitting properties unless otherwise specified below.
 - a. For Multi-family residential properties with greater than 5 units/acre density, manufactured home parks and commercial/industrial properties the Assessment Cost shall be one-half (50%) of the total cost of the improvement project for projects identified as Complete Reconstruction, Partial Reconstruction and Bituminous Replacement.
 - b. All single family residential properties along Municipal State Aid streets, collector streets and county roads will be assessed for one-fourth (25%) of the total cost of the project minus oversizing costs. Oversizing costs, which are costs incurred in excess of what is required for a City standard 29-foot wide residential roadway, will not be assessed to single family residential properties.

- c. Bituminous overlay projects will be assessed a flat rate of \$500 per residential lot unit for parcels zoned residential and a rate of \$10 per front foot for all properties not zoned residential. The rates are based on 2011 construction and will be indexed yearly for inflation as defined in the Special Assessment Policy.

PASSED by the City Council of the City of Blaine this 7th day October, 2010,

ATTEST:


Tom Ryan, Mayor

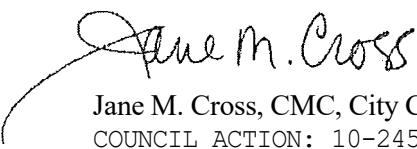

Jane M. Cross, CMC, City Clerk
COUNCIL ACTION: 10-245

EXHIBIT VII

RESOLUTION NO. 12-057

Resolution Amending Special Assessment Policy



**City of Blaine
Anoka County, Minnesota**

10801 Town Square Dr.
Blaine MN 55449

Signature Copy
Resolution: RES 12-057

File Number: RES 12-057

**AMENDING PUBLIC IMPROVEMENT SPECIAL ASSESSMENT
POLICY**

WHEREAS, on May 2, 1991, City Council approved Resolution No. 91-53 adopting a Public Improvement Special Assessment Policy in order to standardize procedures for determining special assessments for City Council authorized public improvement projects; and

WHEREAS, subsequent amendments were adopted in September 1991, February 1995, April 1999, and October 2010 which were incorporated into the adopted policy; and

WHEREAS, the City Council has determined that it is in the public interest to operate a Pavement Management Policy to maintain City streets in a cost-efficient manner and provide the public with functional, safe and efficient travel; and

WHEREAS, the continued operation of a Pavement Management Policy requires changes and updates to the existing Public Improvement Special Assessment Policy.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Blaine to amend the adopted Public Improvement Special Assessment Policy as follows:

1. Remove "Most State and County owned properties and Metropolitan Airports Commission Properties" from Section III.5 - Properties Not Assessed.
2. Add "All City owned property that is maintained and operated out of the City's General Fund Budget" to Section III.5 - Properties Not Assessed.
3. Delete Section III.9.b relating to assessment deferrals for Non-Petitioning Parcels Outside of the Development Area.

PASSED by the City Council of the City of Blaine this 3rd day of May, 2012.

Signed by

Tom Ryan, Mayor

Date 5-3-12

Attest by

Jane M. Cross

Date 5-3-12

EXHIBIT VIII

RESOLUTION NO. 19-09 Resolution Amending Special Assessment Policy

WHEREAS, on May 2, 1991, City Council approved Resolution No. 91-53 adopting a Public Improvement Special Assessment Policy in order to standardize procedures for determining special assessments for City Council authorized public improvement projects; and

WHEREAS, subsequent amendments were adopted in September 1991, February 1995, April 1999, October 2010, May 2012 and August 2012 which were incorporated into the adopted policy; and

WHEREAS, the City Council has determined that it is in the public interest to operate a Pavement Management Policy to maintain City streets in a cost-efficient manner and provide the public with functional, safe and efficient travel; and

WHEREAS, the continued operation of a Pavement Management Policy requires changes and updates to the existing Public Improvement Special Assessment Policy.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Blaine to amend the adopted Public Improvement Special Assessment Policy as follows:

1. Adjust the assessment rate to 35% for single family residential properties on all reconstruction projects.
2. Adjust the term of the assessments for reconstruction projects to 15 years.
3. Establish a flat rate assessment of \$1,400.00 per lot for single family residential and \$27.00 per front foot for commercial/industrial/high density residential properties for bituminous replacement projects for the 2019 construction year and then index for inflation yearly.
4. Adopt the proposed language changes to the Special Assessment Policy.

PASSED by the City Council of the City of Blaine this 24th day of January, 2019.

EXHIBIT IX

RESOLUTION NO. 19-126 Resolution Amending Special Assessment Policy



City of Blaine
Anoka County, Minnesota
Signature Copy

Blaine City Hall
10801 Town Sq Dr NE
Blaine MN 55449

Resolution: RES 19-126

File Number: RES 19-126

**AMENDING RESOLUTION 78-28 - A RESOLUTION AUTHORIZING
DEFERRALS OF SPECIAL ASSESSMENTS**

WHEREAS, Minnesota Statutes authorize cities to defer special assessment payments for certain persons retired by virtue of a permanent and total disability for whom it would be a hardship to make the payments; and

WHEREAS, Minnesota Statutes authorize cities to defer special assessment payments for certain persons who are a members of the Minnesota National Guard or other military reserves who are ordered into active military service, as defined in section 190.05, subdivision 5b or 5c, as stated in the person's military orders; and

WHEREAS, said deferment of assessments may be permitted at the discretion of the City Council; and

WHEREAS, the City Council of the City of Blaine finds and determines that deferral of special assessments for certain persons with permanent and total disabilities and certain persons ordered into active military service is in the public interest; and

WHEREAS, it is necessary and proper that the City Council set forth its general policies and guidelines for granting said defer-ral's of special assessments; and

WHEREAS, a Resolution Authorizing Deferrals of Special Assessments for Certain Senior Citizens, Resolution No. 78-28 was adopted by the City Council on March 2, 1978 and amended by the City Council with Resolution 12-112 on August 16, 2012; and

WHEREAS, the City Council finds it necessary to amend the Resolution Authorizing Deferrals of Special Assessments for Certain Senior Citizens, Resolution No. 78-28, to add special assessment deferments for certain persons with permanent and total disabilities and certain persons ordered into active military service is in the public interest;

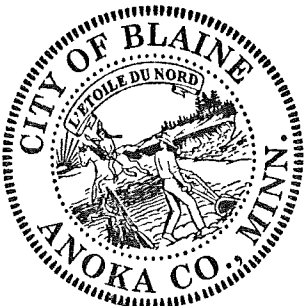
NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Blaine does endorse the principle of deferment of special assessments for certain senior citizens, certain persons with permanent and total disabilities and certain persons ordered into active military service where the payment of said special

assessments constitute a hardship.

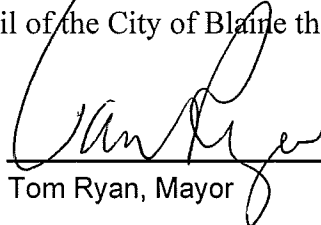
BE IT FURTHER RESOLVED that the City Council's policy and procedures for granting said special assessment deferments shall be based upon the following factors:

1. The property must be homestead property.
2. The owner must be at least 65 years of age or older and in the case of husband and wife, one member must meet this age requirement.
3. The owner must be retired by a permanent and total disability at the time of levy. A permanent and total disability is defined as a condition which is permanent by nature and which totally incapacitates the person from working at an occupation that affords the person an income.
4. The owner must be a member of the Minnesota National Guard or other military reserves who is ordered into in active military service as defined in Minnesota Statutes section 190.05, subdivision 5b or 5c, as stated in the person's military orders, for whom it would be a hardship to make payments.
5. The owner will make application for deferred payments on forms prescribed by the Anoka County Auditor and will make application to the City of Blaine on forms provided by the City.
6. The application for said deferral should be made at the time the project is authorized and in all cases it must be made before the final assessment rolls are approved by the City Council.
7. The City Council will consider each application on an individual basis; however, the Council's general policy is to grant hardship special assessment deferrals when the annual payment for the special assessment exceeds 2% of the adjusted gross income of the owner as determined by the most recent Federal income tax or when an owner of unplatted property is 70 years of age or older.
8. The deferral will be terminated when any of the following happen:
 - a. The death of the owner provided that the surviving spouse is not otherwise eligible for the benefits.
 - b. The sale, transfer or subdivision of the property or any part thereof.
 - c. Loss of homestead status.
 - d. The City Council determines that the further deferments are not in the public interest.
9. The City Manager has the responsibility and authority to administer and interpret this Resolution within the guidelines set forth herein.

PASSED by the City Council of the City of Blaine this 5th day of August, 2019.



Signed by


Tom Ryan, Mayor

Date

8-5-19

Attest by


Catherine Sorensen, CMC, City Clerk

Date

8-5-19



City of Blaine Staff Report

File Number: 2025-163

Agenda Date

July 14, 2025

Status

In Control

City Council

File Type

Workshop Item

New Business - Erik Thorvig, Interim City Manager/Community Development Director

Agenda Item # 3.6

105th Redevelopment Project Discussion

Background

Staff will present information on changes to the master plan and financial requests related to new users and parking infrastructure.

Staff Recommendation

Questions for Council

Attachment List

None